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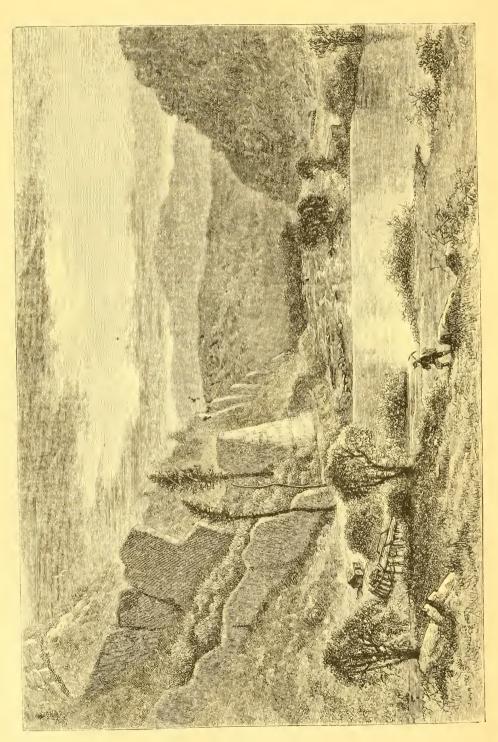
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EXCURSION GUIDE

-OF THE -

VIRGINIA MIDLAND RAILWAY,

THE SHORT-LINE THROUGH-CAR ROUTE

BETWEEN THE

NORTH AND SOUTH.

THE VIRGINIA SPRINGS,
WESTERN NORTH CAROLINA

+ AND +

NORTH GEORGIA

SUMMER RESORTS.

THE VIRGINIA MIDLAND RAILWAY.

1882.



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THE VIRGINIA MIDLAND RAILWAY.

GENERAL OFFICE: ALEXANDRIA, VA.

OFFICERS:

Hon. JNO. S. BARBOUR, President.

Col. T. M. R. TALCOTT, General Manager.

PEYTON RANDOLPH, Assistant General Manager.

W. M. S. Dunn, Engineer and Superintendent.

A. Pope, General Passenger Agent.

M. Slaughter, Assistant General Passenger Agent.

PREFACE.

THE aim of this publication is to give the reader, in brief space and compact form, some idea of what the Virginia Midland RAILWAY presents in its course from the capital of the nation to its terminus at Danville, on the border of North Carolina. First, to show that the Midland Railway is the natural and proper outlet of that huge volume of travel which the Baltimore & Ohio and the Pennsylvania Railroads pour into Washington City. Second, to demonstrate (as the schedules appended to this volume prove) that it is the Short Line, par excellence, of travel traffic from North to South, and vice versa. Third, to establish beyond dispute, that no other route to the great watering places of Virginia and the sublime scenery of Western North Carolina can compete with the Virginia Midland Railway. Fourth, to place in clear light before the reader of whatever character tourist, health-seeker, investor, miner, farmer—the attractive nature of a route which, from beginning to end, pursues the beautiful and airy uplands that lie at the base of the Blue Ridge and other Virginia mountains. The physical features of this region so blessed of heaven, its history, its battlefields, its water-courses, its farming lands, its pastures and meadows, its mines, minerals and ores, its towns and villages, its industries, its orchards and its vineyards in brief, all that pertains to its past and present, or at least so much of it as may be compressed into a half an hour's reading on the train or at the station, will herein be found.

From Washington we go to Alexandria, there to muse a while amidst the ancient churches and storied dwellings that tell of Washington and his compeers. Passing through Fairfax, we cross Bull viii PREFACE.

Run and pause on the red plateau of Manassas, the scene of two of the most memorable battles of the war of Secession. Thence on the Manassas Division, we thread the gloomy defiles of Thoroughfare Gap and emerge upon the bright and abounding fields of Fauquier, only to be again lost in the dark, winding mazes of the Blue Ridge Pass near Front Royal. Here, in this thrifty village, we are in the heart of "Mosby's Confederacy."

South of Front Royal there is a tier of counties, lying immediately at the foot of the Blue Ridge Mountains, cut off from rail and but little known. So fertile are they and so beautiful is their scenery that to one of these counties the appropriate name has been given of the "Switzerland of Virginia." West of Front Royal is Riverton, a pretty little centre of industry, where the two branches of the Shenandoah River unite, and where the Manassas Division of the Virginia Midland Railway intersects the Shenandoah Valley Railroad, only twenty-eight miles from the famous Luray Cavern. Further west at Strasburg, a town of German origin, as its name indicates, the Manassas Division unites with the Harper's Ferry and Valley branch of the B. & O. R. R. The gigantic shoulder of the Massanutton Mountain, towering above Strasburg, forms one of the most attractive features of this section.

Some account is given of the exertions heretofore made, and still being made, by the Virginia Midland Company to induce immigrants to settle in Virginia; and then, returning to the main line at Manassas, we pass by Bristoe, Brentsville and Catlett's to Warrenton Junction. Nine miles off, on a branch road, is the gay town of Warrenton—one of the prettiest in Virginia—and six miles away are the Warrenton White Sulphur Springs, which are beyond question the most attractive resort in this part of the State. Culpepper—the home of the "Minute Men," of Revolutionary fame, and the scene of many a hard-fought battle during the late war-is next reached. Then comes Mitchell's Station, in the immediate vicinity of Slaughter's Mountain, where a battle of importance was fought, and we then enter the lovely vale of Rapidan River. Turning aside for a moment to glance at the numerous rivers and minor streams crossed by the Virginia Midland Railway, and to study the water powers which they develop, we enter Orange County, from which a narrow-gauge road leads to the battlefield of the Wilderness and to Fredericksburg.

PREFACE. ix

In Orange County is Montpelier, the home of President Madison—a beautiful place, and well worth visiting. In Orange also is Gordons-ville, a flourishing village, where, until very recently, the Virginia Midland united with the Chesapeake and Ohio Railroad.

Somerset and Barboursville—stations on the newly-constructed link between Orange and Charlottesville—are passed before we enter the splendid county of Albemarle. Much space is given to this county, to its university town, its great museum of natural history, its fine stock farms, its little-known but important school for the education of poor boys, and its growing industry of wine-making from native grapes, which has already assumed such large proportions.

At Charlottesville the Virginia Midland Railway intersects the great highway to the Virginia Springs, the Chesapeake & Ohio Railroad. A hurried description of these Springs, of the towns and villages, the great furnaces and the grand scenery for which this railroad is remarkable, is given. Coming back to the Virginia Midland Railway, we pass through the counties of Nelson and Amherst, where the justly-celebrated pippin and other apples are grown to as much perfection as in Albemarle; and where, more particularly in Amherst, the development of iron has assumed so much importance of late years.

Lynchburg, celebrated the world over for its tobacco, and destined to become no less celebrated hereafter for its iron manufactures, is next reached. The timber in Campbell and the adjoining counties, the oak bark, sumac, small fruits, etc., that abound in all the counties through and near which the Virginia Midland Railway passes, are duly noticed.

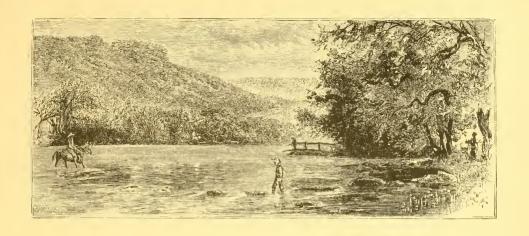
At Lynchburg the Virginia Midland Railway intersects two other roads of great importance—the Norfolk & Western Railroad and the Richmond & Alleghany Railroad. The numerous Summer resorts, the natural curiosities, and the picturcsque scenery upon these roads are taken into account and we pass on to the Franklin Division of the Virginia Midland Railway. The ores that are found upon this Division, and the scenery at Rocky Mount Village, the county seat of Franklin County and the present terminus of this Division, are mentioned; then, passing through Pittsylvania County, we come to Danville, the livest town in all Virginia; where the bright yellow tobacco is prepared in very many factories for the use of the world.

X PREFACE.

Mention is made of the Danville & New River Railroad, which is completed only as far as Martinsville, the county seat of Henry County, but is to be pushed forward without delay to New River Station on the Norfolk & Western Railroad, and thence to the coal fields of West Virginia.

In conclusion, the reader is taken by the *only available route* from the North beyond Danville to Salisbury, on the Western North Carolina Railroad; from which point, as a fitting conclusion to the manifold objects of interest already passed, he is transported across the dizzy heights of the Blue Ridge Mountain, and along the shining waters of the Swannanoa to the great Southern sanitarium, Asheville, and thence down the turbulent French Broad River to the Warm Springs and Paint Rock, and thence to Morristown on the East Tennessee, Virginia & Georgia Railroad. A glimpse is given of the resorts in Northeastern Georgia, and then the little volume closes.





EXCURSION GUIDE

- OF THE-

VIRGINIA MIDLAND RAILWAY.

THE hope of every American child is to behold with his own eyes the wonders of the capital of his country, which he has so often seen pictured, and the dream of every aspiring American youth is to figure as a leader, however humble, in that great building of white marble, whose mighty dome towers in his imagination thrice as high as it does in reality.

WASHINGTON CITY.

the political heart of the nation, to which all the streams of travel tend, and to which all hearts turn, lies immediately upon the northern border of Virginia. To this city-already great and beautiful, but destined to be greater and more beautiful than was Rome in its prime (if the Republic holds together, as all good men pray it may) — come all the currents of the national life, a tide of vast magnitude, which yearly increases in volume as the country grows in population and the attractions of the capital multiply in number and variety. Of the fifty millions who now inhabit the United States, and of the hundred millions who will owe allegiance to the starry flag ere the century is complete, how many annually visit the capital, how many are fortunate enough to see it once in their life-time? The computation could not easily be made, but the number in both cases must be very great. Nor would it be easy to forecast the destiny of the imperial city, or to call up in a vision its magnificence a hundred, two hundred years hence. What will it be, if in God's providence the Republic should last a thousand years, and Washington remain the capital? It is safe to say that the sun never shone upon such a city, and that the inflamed fancy alike of prophets and poets would be put to shame by its grandeur.

Enough to know that our seat of government, apart from its political attractions, contains, even now, so much that is of interest in architecture and antiquities, such art collections and such storehouses of knowledge in its museums and its Patent Office as to compete almost on even terms with the great centres of commerce all combined. The actual population of Washington is not above two hundred thousand; but, like the human heart which it typifies, all the blood of the country, sooner or later, runs through it, and everybody is at one time or another a resident. The ebb and flow of transient visitors and temporary inhabitants is so enormous that railways alone can give prompt ingress and egress to the tide, and these railways, by the very facilities they furnish, but provoke a still greater volume of travel. Do you want to find a particular man on the street? Stand where you are and he will pass by after a while. So, if you want to see anybody, you have only to go to Washington and wait a day or two; he will be sure to turn up. It is worth your while to visit the city, if only to be surprised by the sudden appearance of the very last person in the world that you ever expected to see.

MIDLAND VIRGINIA.

Until a very recent period the Washington branch of the Baltimore & Ohio Railroad constituted the great aorta of the arterial system of the United States, into which the streams of travel from all parts of the country, North, South, East and West, poured, and through which they were again distributed to the several points from which they originally came; and although the functions of a common conduit for so many hundreds, if not thousands, of tributaries, is now shared by another railway, the great volume of passenger travel is still confined to this short, but most important, stem of the Baltimore & Ohio road. The natural prolongation southward of this aortal link, answering somewhat to the right iliac artery of the human system, is found in the Virginia Midland Railway, which traverses the oldest and one of the greatest of States from north to south, beginning at Alexandria and ending at Danville. Of the many competing routes for trade and travel from the two great sections of the country, the Virginia Midland offers facilities and advantages which it may justly claim as peculiarly its own, and in which no other road can hope now or hereafter to obtain more than an imperfect share. In the first place, it connects immediately with the twin systems of railways which pour their united streams into the national capital. In the second place, it affords to these streams a channel of distribution throughout the South and Southwest, which, alike for its directness and its geographical advantages, cannot be surpassed, if, indeed, it can be equaled. Thirdly, for the tourist, the invalid, the artist, the student of history, the man of business and the intending settler, it offers a route on which the monotony of coast travel is simply impossible a route full of natural beauty, ever changing but never wearying in its variety; a route through corn and wheat fields, through pastures and beside mountains, over famous fields of battle, in sight of historic homesteads, through healthful upland villages, seats of learning and manufacturing cities; and, lastly, owing to its midland position, it gives to the traveler, of whatever character, health-seeker or pleasure-hunter, a choice, to the right hand or the left, as his fancy or his need may dictate, of the whole wide range of resorts, seaside, inland and mountain, for which the Old Dominion has long been, and will long continue to be, celebrated.

Over this Midland route we purpose taking the reader, halting at each locality of note only long enough to mark its chief attractions, and leaving the traveler free to stay as many days or weeks as he may find leisure or inclination so to do, assured that he will be pleased with all and charmed by most of the places to which we will introduce him.

Washington and its fascinations definitely set aside for a future and more extended visit, the Summer tourist, casting "one longing, lingering look" behind at the proud dome of the Capitol, finds himself upon the Long Bridge, with the yellow portico of Arlington House on his right, peeping from the wooded hilltops beyond Georgetown. Here lived the Curtises and the Lees. Here lie 11,276 Federal dead, of whom 4,077 are unknown even by name. It is the largest Federal cemetery in Virginia, with a single exception—that at Fredericksburg. So much of the estate as is not occupied by graves is given over to freedmen, who are herded here in a large village.

ALEXANDRIA.

Seven miles south of Washington is Alexandria, once a port of much importance and destined to be so again, when the natural growth of its powerful neighbor shall absorb it, as Georgetown has already been absorbed. The habit is to decry Alexandria as a city that has seen its best days; but its shipping, its mercantile and manufacturing interests are larger than its detractors would have one believe, and its society is so conspicuous for refinement as to extort praise from its worst enemies. The wonder is that it is not more sought after as a home by those who tire of the fashion and frivolity of the national capital. Upon the breezy and lofty heights, a mile or two out of town, and under the shadow of the Episcopal Theological Seminary and its attendant High School, the heat-worn citizen of Washington would find precisely the restoratives needed to build up nightly a frame exhausted by the tropic temperature and burthens of the day. It is simply a delightul spot, which ought to be, and in time will be, crowded with country villas and ornate cottages, The population of Alexandria is put down at 15,000; and its growth, if not rapid, is secure. Objects of interest, either in the present or past history of the country, are met with almost everywhere. Steam breweries, machine shops and iron foundries, an admirably equipped market house, sash factories and planing mills, a cotton factory, steam flour mills, a new commercial exchange, a handsome granite custom house and post-office, numerous stores and commission houses, furniture manufactories, extensive fish-packing establishments, banks, churches, hotels and stately private dwellings tell of the present. Braddock's headquarters in 1755, previous to the fatal march upon Du Quesne; Washington's pew in Christ Church, as it was when he occupied it; the old Masons' Hall, to which Washington belonged; the house in which Ellsworth, the commander of the New York Zouaves, was killed by Jackson, the hotel-keeper, for tearing down the Confederate flag at the beginning of the late war; the residence of Canning, the British minister, and many other places of historical note are pointed out. Especially pleasing are the homes of the better class of citizens; many of them of antique architectural patterns, others in large grounds, shaded by ancestral trees and ornamented with rare flowers — evidences of comfort, wealth and elegance. Mount Vernon, eight or nine miles away, is a particular attraction, the drive thither over an excellent road being greatly preferred by many to At Alexandria are various the stereotype route by the steamer from Washington. railroads leading to other points; the Washington & Cincinnati (incomplete) to the county of Loudon, one of the largest and most fertile in the State; the Alexandria & Fredericksburg extending to Fredericksburg and thence to Richmond; while the numerous steamboats plying on the river furnish a pleasant mode of communication with Baltimore, Old Point, Fortress Monroe, Norfolk, etc. The depth of water at the wharves in Alexandria is forty-five feet, and in the Potomac River, down to the Chesapeake Bay, a depth of twenty-seven feet, easily admits the passage of ships of the

largest tonnage. A canal extending from Alexandria to Cumberland, Md., supplies the city with the well-known coals of that section. A large Federal cemetery containing 3.526 graves is just outside the city, is prettily laid out, kept with scrupulous care, and is a favorite walk at all periods of the year. During the war the Seminary and High School buildings were used as hospitals, having at one time as many as 3.000 patients. Of the seventy-six national cemeteries, where are buried 308,331 Federal dead, and 21,661 Confederate prisoners of war, seventeen are in the State of Virginia, in which are buried 68,823 Federal soldiers and sailors, 30,888 of whom are known, and 37,935 cannot be identified.

ON TO MANASSAS.

"Were it fully manured and inhabited by industrious people, heaven and earth never agreed better to frame a place for man's habitation than Virginia." So wrote Captain John Smith in 1607. General Washington, in a letter to Sir John Sinclair, called Virginia, "the garden of America;" Daniel Webster, Horace Greeley and Commodore Maury all bear testimony to the excellence of its climate and the fertility of its soil. It is, indeed, "a fruitful and delightsome land," albeit men and manure are in a measure still wanting. Given the men, the manure will soon follow, and to supply the deficiency of the former, the Virginia Midland is actively exerting itself to facilitate immigration. Traversing the Piedmont Section, so highly praised by Washington and Webster, the Midland Road naturally connects itself with the Danville System, which courses along the foot-hills of North and South Carolina, far into Georgia, and now presents an unbroken Piedmont Line from the Potomac River to the industrial metropolis of the South, Atlanta.



CLIFTON, VA., MANASSAS DIVISION, VIRGINIA MIDLAND RAILWAY.

Following the southwesterly trend of the Blue Ridge mountains, the Virginia Midland road, after it leaves Alexandria, shows an almost continuous ascent until it reaches the memorable battle-field of Manassas. The farming lands of Fairfax county, well adapted to cereals and fruits, will attract the eye of the traveler, and the

county seat, a few miles to the right of Fairfax station, is honored as the repository of Washington's will. Pohick Church, which Washington helped to build and in which he worshipped, and Gunston Hall, the residence of George Mason, author of the Bill of Rights, which antedated the Declaration of Independence and embodied many of its best features, are in Fairfax county.

Clifton, a small village, twenty-two miles from Alexandria and twelve miles from Bull Run battle-field, was named by a Northern settler after Clifton Springs, N. Y., a very popular resort in that section of the country. A saw mill and spoke factory testify to the industry of the inhabitants of Clifton, and a comfortable hotel and boarding-houses attract yearly many Summer boarders from Northern cities. Clifton was a depot of supplies during the war, of which the surrounding earthworks give some trace. As an evidence of the excellent soil for vineyard purposes, grapes raised in this vicinity commanded at a home market fifteen cents a pound. The fine dairy farm of Judge Fullerton, of N. Y., is worthy of special notice.

MANASSAS VILLAGE.

Bull Run divides Fairfax and Prince William counties. On this stream was fought the indecisive action of July 18th, 1861, which preceded the first battle of Manassas in the same vicinity on Sunday, July 21st, 1861. The result is familiar to all. Subsequently, in August, 1862, was fought the second battle of Manassas, which lasted three or four days, and with the results of which the reader is also familiar. The battle-fields, five or six miles from the Village of Manassas, are easily reached by conveyances or on horseback.

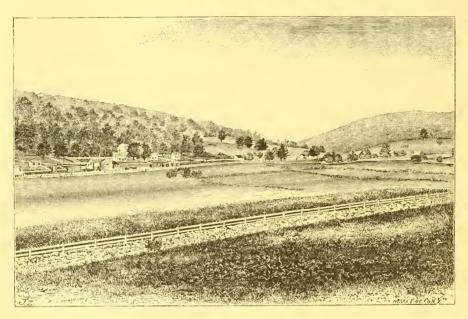
The village itself, a purely farming one, without manufactures, bears witness to the heart that is in the surrounding country. It has grown up since the war, is wholly the outbirth of peace and agriculture, has 700 inhabitants, five churches, a hotel of wide repute, ten or more mercantile stores, a flourishing newspaper, and dwelling-houses finished in a style and kept with a neatness that one does not often see outside the North. The flagging of red sand-stone, drawn from neighboring quarries, will be sure to impress the stranger. This stone, excellent in quality and very abundant, is found near the railroad, on the lands of Mrs. F. L. Smith, of Alexandria, and others, and offers inducements for investors, being equal to the Connecticut sand-stone for building purposes.

Manassas being upon a table-land, a fine view of the surrounding country may be had from the streets of the village; but from the earthworks, pared down by the hand of time, which mark the outlines of the entrenched camp built by the Confederates, a very wide landscape is seen. The houses occupied by Beauregard and Johnston as headquarters are still standing. The scene, from its mere extent, is most impressive. To the west and north are the dark ranges of the Bull Run Mountains; on the east and south stretches a vast plain, gently undulating to the remote horizon. Except when the trains are in motion, a solemn hush, a brooding spirit of repose, rests on the scene. The very stillness seems to have within it the repining sound of a low wind in a lone cemetery. One does not find it hard to realize that the storm of war once reveled here and passed on, leaving, it is to be hoped, eternal peace. A double consecration, in which majestic nature and history no less majestic, each have borne an equal part, appears to hallow the place, and the tourist, returning in the twilight from the ruined bastions to his hotel, deeply impressed with all he has seen, carries with him a holy sadness which he will long remember.

THE MANASSAS DIVISION.

(MOSBY'S CONFEDERACY.)

At Manassas Junction, a branch railroad, sixty-two miles in length, extends westwardly through the counties of Prince William, Fauquier and Warren to Strasburg in Shenandoah County. It is the most interesting division of the Midland road, at once pastoral and picturesque—so much so, that the scenery at Thoroughfare Gap, Riverton, and other points along the line have been deemed worthy of illustration. Thoroughfare Gap is eleven miles from Manassas, and its gloomy passes, overhung by wooded cliffs, present a strong contrast to the smiling landscapes which are seen on either side of it. If the approach is pleasing, the country west of the Gap is more pleasing still. Fauquier county is famous for its rich farms and fine cattle; it is, indeed, the home par excellence of Virginia graziers east of the Blue Ridge. The



BROAD RUN STATION, MANASSAS DIVISION, VIRGINIA MIDLAND RAILWAY.

traveler who has time to stop may here study two different styles of farming—the intensive and the extensive—to better advantage, perhaps, than anywhere else in the State. Nor will he be at a loss for a stopping place. There is a succession of clean and prosperous villages on both sides of the Bull Run Mountains—Gainesville, Haymarket, Thoroughfare, Broad Run, Plains, Salem (now called Marshall), Rectortown, Delaplaine, Markham, Linden, Happy Creek, etc.—which will tempt him to lie over for a day or two, merely to enjoy existence in this favored locality. Nay more, the farm-houses along the whole line, but especially between the Bull Run and Blue Ridge Mountains, are in summer time so many boarding-houses, filled with the pick of people from the seaboard cities of Virginia, Washington and Baltimore. You cannot go amiss, in town or country, for delightful shade, plenteous grass, flowers in profusion, the best water in the world, charming society, fresh butter, milk, eggs, fruit, vegetables; fine horses, abundant vehicles, rides and drives without end, are to be had almost anywhere and in every direction. A little way from the Plains station is one of the sweetest of Virginia villages, Middleburg, in the southern part of the

magnificent county of Loudon, the home in old days of many distinguished families, whose historic houses are well worth visiting at this day. Among them is Oak Hill, the noble residence of President Monroe, now owned by a wealthy gentleman of New York, whose dairy farm is the pride of the whole section.

Scarcely less picturesque than the scenery at Thoroughfare Gap is that which, beginning at Linden, the last station in Fauquier County, extends for miles in the direction of Front Royal. Here the passage of the Blue Ridge is effected by bold curves and grades that sweep around and along the flanks and shoulders of the moun-



HORSE SHOE BEND, MANASSAS DIVISION, VIRGINIA MIDLAND RAILWAY.

tains, shaggy with rocks and pines, or draped with vines and running plants and watered with clear streams that leap from the hills and hurriedly make their way down to the plains below. There are points which are wild, desolate and lonely, as in the midst of the Hartz Mountains; but, owing to the interference of loftier summits near the line of road, none from which any very commanding view may be obtained. The country east of the Blue Ridge, besides producing almost everything grown in this part of the State, abounds in minerals—marble, jasper and porphyry being most prominent.

FRONT ROYAL.

To what the county seat of Warren County owes its peculiar name, no one seems to know. It is a thriving town of 1,200 souls, delightfully placed in as level and lovely a valley as the eye often rests upon, and in the midst of bold but not lofty mountains, which teem with agricultural wealth to their very summits. Two newspapers, hotels, stores, churches, etc., attest the prosperity and rapid growth of the place since the war. The dark, rich soil around the town, the wheat fields laden with grain and the meadows deep with grass, sufficiently account for the growth of Front Royal, apart from the mechanical industries which lie mostly outside of the town proper. But upon the dark red hillside yonder is, perhaps, the most famous vineyard and cellar in the State. Who has not heard of Marcus Buck's wine and brandy? Their fame has extended over the United States. In developing this important

branch of industry, and in carrying it on to perfection, Mr. Buck incurred liabilities that compelled him to part with his valuable establishment, which now in other hands abundantly requites them for their outlay.

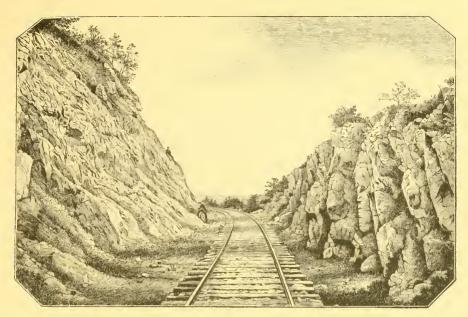
Three miles or less from Front Royal is Allen's Cave, which in former years had an enviable reputation, vying, as many thought, in beauty and magnificence with Weyer's Cave. It is about 1,200 feet long, and contains incrustations and concretions in one of its grottops, called "Sarah's Saloon," which present a gorgeous appearance. Its reputation, and that of Weyer's Cave as well, have been in a measure eclipsed by the Luray Caverns, of which more hereafter.

There is a good hotel at Front Royal, and the fishing in the neighboring waters attracts yearly many anglers from the North. In the midst of a tranquility which recalls the village life in England, there are evidences of the activity of a growing town, with a bright future before it. The neat dwellings, the busy stores and the increasing number of houses occupied by artisans and mechanics give unmistakable sign of health and prosperity.

In 1862 a severe engagement took place near this town between Generals N. P. Banks and Stonewall Jackson. But the place is noted as the rallying point, if not the heart, of "Mosby's Confederacy." Not a few were the encounters between the the guerilla chief and his foes, within and without the town.

THE SWITZERLAND OF VIRGINIA.

On the right of the Virginia Midland road, going South, is a tier of counties which extends along the base of the Blue Ridge Mountains, from the vicinity of Front Royal to within a few miles of Charlottesville, in the county of Albemarle. At no point are they much less than fifteen miles from available railway stations. They are the counties of Rappahannock, Madison and Greene. Being thus isolated, they are comparatively unknown, but in respect of soil, climate, scenery, mineral and agricultural wealth, they compare favorably with the most celebrated portions of the Commonwealth. Indeed, they constitute a terra incognita well worth exploring by the artist, the invalid, the sportsman, the lover of herds and flocks, the seeker after mines, ores, water power and manufacturing sites. So lofty, broken, wild and beautiful are the summits of the Blue Ridge, as seen from the cosy villages and quiet highways of Rappaliannock, that the county has justly won the name of the Switzerland of Virginia. In Madison and Greene the scenery, if not so wild, is still lovely; and in the former county there is a valley so sweet, so secluded and so fertile as fully to justify comparison with the vale of bappiness in which Rasselas dwelt. To those who not only do not mind horseback exercise or traveling by private conveyance or stage, but really enjoy it, and to those also who are never so much charmed as, when away from the beaten track of travel, they encounter good fare and clean beds, we heartily commend these interior and little-known counties of Virginia. Madison and Greene are best reached from Gordonsville, the former junction of the Midland with the Chesapeake & Ohio road; Rappahannock is accessible by stage from the town of Culpepper; but the route from Front Royal by private conveyance is over a shorter and better road, and through a more interesting country; the grazing farms of many large herdsmen, and the scenery combining their attractions, to fascinate and detain the traveler. Board at hotels, some of which are surprisingly good, and at private houses both in the country and in the quaint, pretty villages, may be had on reasonable terms, and the traveler will oftentimes find delightful society among the Summer boarders from the cities of Maryland and Virginia.



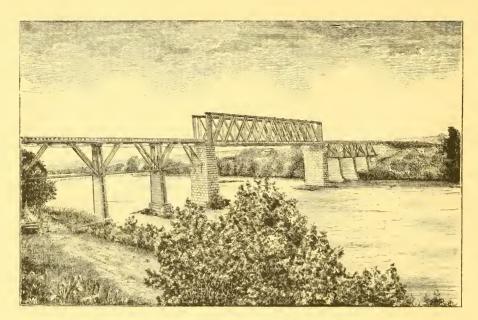
DEEP CUT, DISMAL HOLLOW, MANASSAS DIVISION, VA. MID. R'Y.

At Sperryville, in Rappahannock County, there is an extensive tannery, with capacity to tan 30,000 sides of leather per annum. All along the sides of the Blue Ridge are immense forests of chestnut oak, enough to supply any given amount of the very best bark for tanneries of any capacity, at a cost of not more than four or five dollars per cord, at the place of business. This section is well adapted to the growth of grapes, apples and other fruits, of which a considerable amount is now produced and sold. Stock raising is a branch of business that has in all times been profitably pursued. Numbers of the best horses, cattle and sheep come from this county. The soil is generally of an excellent quality, and can be purchased at moderate prices.

Madison county has no railway facilities in its borders, but has good ccuntry roads to the following stations on the main line of the Virginia Midland Railroad, viz.: Culpepper, Mitchell's, Rapidan, Orange, and Gordonsville, the road to the latter place being macadamized, and extending across the Blue Ridge into the valley. The productions of the county are still transported to market in the old-fashioned, but commodious, four and six horse road wagons. These horses, for their size, strength and endurance, are well fitted for the services they perform in these mountain regions.

The bottom lands of the Robinson and Rapidan rivers are unusually fertile. Extraordinary corn crops have been raised for forty consecutive years, without any apparent diminution in quantity. The other productions are tobacco, wheat, oats, rye, and fruit. Iron and copper ores have been discovered in various parts of the county, and only await further facilities of capital, labor and transportation to get to market. It is watered by the Robinson and Rapidan rivers and their tributaries, and has a considerable number of grist and flour mills, which latter manufacture for home consumption and market a quantity of the best family flour.

The principal town in the county is Madison Court-House, which is situated on a commanding ridge in the heart of the county. Ex-Gov. James L. Kemper is a resident of this place.



VIRGINIA MIDLAND RAILWAY BRIDGE AT RIVERTON.

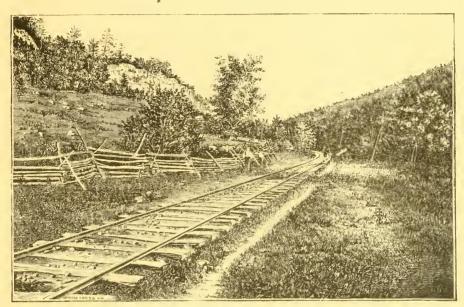
RIVERTON AND THE LURAY CAVERNS.

Riverton Station is at the junction of the north and south forks of the Shenandoah River, and at the junction of the Front Royal branch of the Manassas Division, two miles from Front Royal. A large amount of freight is received here that comes down the Shenandoah in flat boats from the counties of Rockingham, Page and Warren. The products of the two last mentioned are to a considerable extent tributary to this outlet. Extensive veins of brown hematite and magnetic iron ores have been opened in these counties, and only await the construction of a short connection with this railway to get a good and cheap outlet, either in the shape of smelted metal or native ore. A joint stock company of Northern capitalists, with a subscribed capital stock of \$1,000,000, are now operating with these ores.

Here the Manassas Division crosses the Shenandoah Valley Railroad, with its magnificent scenic and metallurgic attractions. Going northward the traveler in a few minutes finds himself in the midst of the almost unrivaled pasture lands of Clarke County, and surrounded by the historic homes of the gentry of the old days, some of their country seats being on a scale that is truly lordly. Washington's office and lodgings at Soldiers' Rest, where Gen. Daniel Morgan, of Revolutionary fame, once lived; Greenway Court, the seat of the eccentric Lord Fairfax; the old chapel, built in 1796; the homes of Philip Pendleton Cooke, the poet-author of "Florence Vane," and of his scarcely less distinguished brother, John Esten Cooke, the novelist, are in Clarke county. Nor are historic associations with the late war wanting, many combats and skirmishes having taken place at or near Millwood and Berryville, the county seat. The lands, originally surveyed by Washington, are as fine as heart could wish; indeed Clarke is the gem county of Virginia.

Southward, through a district peculiarly rich in picturesque and diversified scenery, the traveler is borne to Luray, the county seat of Page County, and within a short mile of the famous caverns to which the attention of the whole world has been

called within the past few years. So much has been written about these caverns, and so many pictures of their wonders have been presented to the public, that it would be a work of supererogation to add anything here. Suffice it to say, that they will amply repay the visitor for the little time and trouble required to reach them. The distance from Riverton on the Manassas Division to the caverns is just twenty-eight miles. A delightful excursion may be made from Baltimore and Washington to the battle-field of Manassas, thence through the wild gorge at Thoroughfare Gap, and the sunny up-



IN THOROUGHFARE GAP, MANASSAS DIVISION, VIRGINIA MIDLAND RAILWAY.

lands of Fauquier to Front Royal and Riverton, thence to Luray, and, on the return trip, to take in Clarke County, Charlestown (where John Brown was hanged), the romantic heights at Harper's Ferry, and so back to Washington and Baltimore again, a lay-over ticket enabling the tourist to stop just when and where he pleases.

The confluence of the shining waters of the two branches of the Shenandoah at Riverton furnish an excellent site for the thrifty industrial village that has grown up there, and the scenery presents many points worthy of illustration. During the war both the bridges over the north and south forks of the Shenandoah were burnt, and near Riverton some heavy skirmishing between the Federal and Confederate forces occurred, the former commanded by General Martindale and the latter by General Wickham; in addition to these were the battles of Chester Gap, Cedar Creek and Front Royal.

At Buckton Station, five miles from Front Royal, a battle was fought May 22, 1862, between Banks' infantry and the cavalry commanded by the Confederate General Ashby; and five miles north of this place there was a severe engagement between McCausland and a part of General Phil Sheridan's army. The Warren White Sulphur Springs are one mile from Buckton.

STRASBURG.

Strasburg, the present western terminus of the Manassas Division of the Virginia Midland Railroad, derives its name from a place in the Fatherland, the original settlers

of this region being from Germany. It is distant from Alexandria eighty-eight miles, from Harrisonburg fifty, and from Winchester eighteen, having direct railway communication to all of these points, besides to Baltimore City and other places North and West; and when this company extend their lines to the West Virginia coal-fields and the Ohio river, will be not only a railway centre of no mean importance, but will increase with a growth commensurate with this proposed railway extension.

At this station there are three churches, two hotels, other improvements, and a population of about 800. Massanuttan Mountain, one of the rarest beauty in this region, is within one mile. The famous Capon Springs, only second in the State to the Greenbrier White Sulphur in point of equipments and the number of its Summer attendants, is within eighteen miles; Orkney Springs within thirty-seven miles, and the Seven Fountains within twenty miles of this point.

On the 22d of September, 1864, was fought, one mile south of the town, the battle of Fisher's Hill, between the forces under General Early and Federal General Sheridan. On the 13th of October of the same year there was heavy skirmishing between Early's Corps and the Federal forces under General Thomas; and on the 19th of the same month, three miles north of the town, there was a severe battle. Banks' Fort is barely fifty feet from the Strasburg Station. The products of the surrounding county are wheat, oats, corn, rye, hay, and a great variety of fruits.

Shenandoah County, in which Strasburg is situated, is thirty-two miles long, with a mean width of fifteen. The central portion is mountainous, and, like the rest of the Valley counties, the soil is extremely fertile. Despite the ravages of war, through the industry and energy of her people and the great fertility of her soil, prosperity and plenty are again apparent in every home, to which the rebuilding of the Manassas Division, which was entirely destroyed during the war, has to a large extent contributed. At Strasburg the Manassas Division connects with the Harper's Ferry and Valley branch of the Baltimore & Ohio Railroad, affording the traveler a direct route north to Winchester and Harper's Ferry, and south to Staunton, and thence via the Chesapeake & Ohio Railroad to the Virginia Springs, passing en route some of the most superb farms in Virginia—or indeed in the United States.

INDUCEMENTS TO IMMIGRANTS.

Before we return to the description of the country along the main stem of the Virginia Midland Railway, it may be well to pause a moment for the purpose of stating very briefly what the Midland Company has done in regard to the great need of Virginia—to-wit, immigration. Of the lands, in so far as farming is concerned, and of the climate, we have already spoken, and shall continue to speak, as we advance from point to point. The mineral interests of the road, if properly treated, would occupy a chapter many pages in length; we have space here barely to allude to them. Recent discoveries along almost the entire line of the road comprise specular, hematite and magnetic iron ore deposits, asbestos, kaolin, marble, porphyry, gold, jasper, fine clay, plumbago, slate, argentiferous galena, manganese, fire-proof stone, mineral substances for paints, copper, blue, red and gray building stone, etc. The development of these minerals, now lying almost dormant, with the productions of forest, field and garden, will be a constant object of care on the part of the company in the future as it has been in the past, and no pains will be spared in developing the entire resources of the country.

Recognizing the fact that railroads in the future must to a great extent depend upon the local freight and travel, this company will use every exertion to facilitate immigration to, and settlement in, this region of Virginia. To more efficiently carry out this plan, some years since, the company acquired from the Legislature of the State the authority to purchase lands along their lines, with the view of re-selling them on a long credit to actual settlers. This is the first effort of the kind ever made by any railroad corporation in the State, and should commend itself as the most efficient mode yet presented of accomplishing the settlement of surplus lands of that portion of the State through which this company's lines pass.

When the Midland Railroad passed into the hands of a Receiver the lands acquired under this authority by the company reverted to their original owners; but the immigrant may rest assured that all that can be done in his behalf will be done cheerfully and promptly, whether he wishes to purchase or to examine lands once owned by the company or by other parties; and to prove this, all that is needed is an application by mail or in person at the office of the company in Washington City or in Alexandria. An examination of the map will show that for its entire length the Virginia Midland road runs through the splendid Piedmont district of a State blessed with salubrious air, superabundant water-power and a capacity second to no other for the production of cereals, grasses, fruits, and indeed whatever the soil of Mother Earth in her temperate zone brings forth.

RETURN TO THE MAIN STEM—BRISTOE, CATLETT'S, Etc.

Four miles from Manassas Junction, on the main stem of the Viginian Midland Road, is Bristoe Station, and two miles east of that is Brentsville, the seat of government for Prince William County, a small village with little or no attraction beyond the extensive views which its elevated position commands. Prior to the war and up to the present time the country near Brentsville has been occupied by Northern settlers, who have gathered there in such numbers as to form a community of their own.

During the war several battles were fought near Bristoe. One on the 27th August, 1862, when General Hooker commanded the United States forces, and General Ewell the Confederate. Another on the 14th October, 1863, General Warren commanding the United States, and General A. P. Hill the Confederate States troops. Large quantities of sumac are received at this station for shipment to Alexandria and other places.

Nokesville, named for a Northern settler, is the station next to Bristoe, and then comes Catlett's, where General J. E. B. Stuart made a night attack upon United States General Pope. The lands hereabouts are gently rolling and susceptible of high improvement; in fact, some of them have doubled in value since the war.

WARRENTON.

Warrenton, the county seat of Fauquier, is at the terminus of the Warrenton branch of the Virginia Midland Railway. It has a population of about two thousand, is distant fifty miles from Alexandria, and is situated on a commanding eminence in the very heart of the county. It is a beautiful and well laid-off village, and its inhabitants include some of the most distinguished citizens of the State and soldiers of the late war. The society in and about this beautiful and growing village has always been good, and there are good schools, churches and hotel accommodations. Large numbers of summer visitors, principally from Washington City, spend their leisure time here, and so great are the social and climatic attractions that wealthy persons from both North and South have built permanent or temporary homes in or near the town. Warrenton is proverbially the gayest place in summer in all Virginia. Chief-Justice Marshall, whose portrait adorns the Court-house, and whose descendants still live in

the county, was born nine miles below Warrenton; a ruined chimney to the left of Midland Station marks the site of the old homestead. Warrenton contains about twenty mercantile and other stores, Episcopal, Baptist, Methodist, Presbyterian and Catholic churches, and three educational institutions.

The branch road from Warrenton Junction to the town is 9 miles long, the junction itself is 48 miles from Washington.

Fauquier, the county in which Warrenton is situated, was formed in 1759, and named for Lord Francis Fauquier, the then Governor of Virginia. In this county begins the grazing region, which extends, with but few local exceptions, through Culpepper, Rappahannock, Orange, Madison, Albemarle, Nelson and Amherst counties.

Fine sheep, cattle and horses are raised in this entire region, but nowhere of higher pedigree and qualities than Fauquier. A colt show is held at Upperville, a beautiful village in the northern part of the county, at which is annually exhibited a large number of fine animals, many of them of the best breeds, from direct importations from England and other places. The old Virginia fondness for fine horses and fox-hunting is still, to a considerable extent, indulged in. Many gentlemen keep hounds, and the emigrant from old England occasionally brings over an imported breed to have them vanquished in the chase by the more hardy native. There is a disposition, however, everywhere apparent to advance small industries of every kind, and the attention to cattle has so grown within the last ten years that 30,000 head are annually handled in this county alone. There are gold diggings in the southern part of the county, and some fine varieties of iron have been discovered.

THE FAUQUIER WHITE SULPHUR SPRINGS.

The gaiety of Warrenton at midsummer stands in little need of outside aid, but is doubled or more nearly quadrupled when the Fauquier White Sulphur Springs, just six miles off, are crowded with the élite of Washington and Baltimore. Life in Warrenton is then a veritable carnival. An excellent road extends from the town to the Springs, the scenery is charming, handsome villas and country homes adorn the gentle slopes on either side, blue mountains immantled in dark-green forest-robes hem in the peaceful landscape, and the road, crowded with equestrians, mounted upon blooded horses and with stylish equipages, presents a scene of the brightest and most animated character. There is a constant interchange of visitors at all hours of the day, but in the dewy mornings, the tranquil sunset hours and the moonlit nights the air is vocal with the whir of swift wheels, the clatter of fast trotters and the laughter of belles and beaux. Happy are they whose summers are spent in Fauquier.

In place of the old structures which existed previous to the war, there is now at the Fauquier White Sulphur Springs a brick hotel, five stories high, handsome in design, imposing in appearance, built in the most substantial manner, admirably finished and equipped with all modern improvements. It stands upon an eminence which commands a beautiful view. The grounds are plentifully shaded with lofty aspens and sycamores; hard by runs the upper Rappahannock, a clear stream, fringed with trees that love the water, and flanked by a broad level meadow which seems adapted by nature for the joust on horseback, of which the young Virginians are so fond, and for other pastimes, such as lawn tennis, croquet, etc. In addition to the hotel proper, there are a number of highly ornamented cottages in the Queen Anne and other styles, which are the Summer homes of opulent men from the cities.

The rooms in the hotel are all airy and cheerful, with spacious hallways running directly through each story. The large ball-room is in the main building. The sur-

rounding country is wild and picturesque, the air pure and healthy, free from malaria and the annoyance of mosquitoes, and there is, of course, a first-class band of music in attendance during the season.

It is the determination of the proprietors, Messrs. Tenney & Co., of Willard House fame, to maintain the standard of excellence which obtained the past season, and they refer to the thousands who patronized the Springs last Summer.

Terms will be moderate and regulated by the extent of accommodations required. The hotel will be opened the 1st of June and close the 10th of October.

The Fauquier White Sulphur Springs may be reached in three hours' time from Washington via the Virginia Midland Railway, which so times its special trains as to enable men of business in Washington and Baltimore to spend the night with their families at this delightful resort and to return in time for business the next morning.

Concerning the water, it is sufficient to say that it is equal to any water of its kind in Virginia or elsewhere, containing not only sulphates in various forms, but also magnesia, chlorides, soda, potassia, iron and gaseous matter. Testimonials as to its virtues in many diseases may be had of the proprietors at any time on application. Dr. Thomas Antisell, of Washington, D.C., says: "The source of the mineral ingredients of the spring lies in the country, which is an aluminous slate, the beds of which lie nearly horizontal or with slight slope, and holding between their layers sandy ferruginous seams, in which are imbedded crystals of iron pyrites, with some hydrated oxyde of manganese. The iron in the water is derived from the crystals of pyrites, the sulphur separating from which has in part become acidified and united with the earthy bases, and perhaps with the protoxyde of iron, to form a soluble iron salt."

CULPEPPER.

Passing through Fauquier, the Virginia Midland Road enters the fine county of Culpepper, which was formed in 1748 and named for Lord Culpepper, who was Governor of Virginia from 1680 to 1683. Between Warrenton Junction and the town of Culpepper are Midland, Bealeton, Rappahannock and Brandy stations, at each of which engagements of greater or less importance took place during the war. Being debatable ground, Culpepper was fought over, trampled upon and denuded of its timber by the contending armies as no other county was. Its comparatively level surface affords an excellent field for cavalry manœuvres, and the heaviest battle between bodies of this arm of the service, that occurred during the war, took place at Brandy Station, June 9th, 1863, Pleasanton commanding the Federals and J. E. B. Stuart the Confederates.

The mineral wealth of Culpepper County has only been partially explored. Some rich specimens of magnetic iron ore have been found between the towns of Culpepper and Mitchell's Station; ore is seen on the railroad track between these two points on the farm of Major E. B. Hill, other surface indications have been found on Slaughter's Mountain and vicinity, and ores of the hematite series are found near the Madison County line.

Numerous undeveloped mineral spings exist, and Culpepper abounds in building stone which, under experiments at the Smithsonian Institution, withstood a pressure of more than 48,000 lbs. to the square inch without fracture.

Culpepper, the county seat, first called Fairfax, after the lord of that name, is a town of enterprise and of business prosperity, with 2,000 inhabitants. A large Federal cemetery, containing 1,349 graves, in 901 of which lie unknown bodies, is situated just outside the town. Culpepper was, during the autumn of 1863, the headquarters of General Meade, commanding the army of the Potomac. General Grant also had his headquarters here during the winter and early spring of 1864.

The town is immediately on the line of the Virginia Midland Railway. Its proximity to rail and its unsurpassed air and water make it a desirable Summer resort, and its hotels and boarding-houses are filled every year. It has a large number of dry-goods stores and commission houses, one of the handsomest and most costly court-houses in the State, many churches, representing every Protestant denomination, schools for both sexes, a bank, and mills for the manufacture and grinding of grain, sumac, guano, bark and plaster. A great amount of produce is shipped from this point. Here the traveler may find a public conveyance which runs daily to Sperryville and Washington in Rappahannock County. The neatly kept Federal cemetery, the many new and handsome private dwellings and the beautiful scenery which aroused the enthusiasm of N. P. Willis, combine to make Culpepper a place of unusual attraction. A little below the town, a cutting through rock, so obstinate alike to the pick and the blast that it broke every contractor who undertook it, and had finally to be completed by the company, will attract the geologist and others who are curious about such matters. In revolutionary times Culpepper County was famed for its "Minute Men," who, as Randolph of Roanoke said, "were raised in a minute, armed in a minute, marched in a minute, fought in a minute and vanquished in a minute;" but of late years has been distinguished by its Agricultural Society, whose exhibitions have at times rivaled those of the State Agricultural Society at Richmond.

MITCHELL'S AND RAPIDAN.

Mitchell's Station is 69 miles from Alexandria, and 7 from the county seat, Culpepper. The battle of Slaughter's, better known as Cedar Mountain, was fought near this place on the 9th of August, 1862. Two miles from this, and immediately on the line of the railroad, there is an excellent vein of magnetic iron ore, and near the same locality a mineral containing seventy-one per cent of silica, which has stood extraordinary tests of heat. This amount of silica so near the surface, with a good soil over it, makes it the best natural soil known to grape culture, the fruit on the vines being as perfect as when a mountain elevation is had. Commencing here and running in the direction of the Rapidan valley, are to be found exceedingly fine grass lands. Large crops of hay, the usual cereal productions, and large amounts of sumac are annually shipped from this station.

Rapidan Station, five miles south of Mitchell's, deserves special attention because of its exquisite scenery and its prolific, well-tilled soil. Nowhere on the line is there a spot which so forcibly recalls the best portions of the North. The place has a reputation almost national for beauty and fertility. From the station little idea can be formed of the varied and charming landscapes that are commanded by the eminences on which the homes of the well-to-do farmers are situated. On one side are the rolling dark-red hills of Orange, on the other the plains of Culpepper, yellow with wheat; in the middle distance are two small mountains of symmetrical form; to the east is the bold and rugged summit of Clarke's Mountain, which was Lee's signal station during the war; far to the west and south runs the azure wall of the Blue Ridge, and in the midst is the silver river, gently winding down the valley. Wealthy merchants of Baltimore and Richmond have their country homes here, and a generous rivalry in farming, with ample means and a soil that was originally rich, has made Rapidan as near an earthly Paradise as one is apt to find in the world.

The Rapidan River was for many months the dividing line between the Northern and Southern armies, as earthworks still show. A dam across the stream makes a beautiful waterfall, which may be seen from the station, and develops abundant power for the flouring mills adjacent. Corn, wheat, oats, etc., are grown in vast quantities,

and of late years great attention has been paid to hay, which has proved a most remunerative crop. Fat beeves, sheep and hogs of improved breeds abound, but comparatively little attention is bestowed upon dairy products. The village itself is quite small, but the country around is thickly settled with people, all of whom appear to be in easy, and many in prosperous, circumstances.

WATER POWER ALONG THE VIRGINIA MIDLAND RAILWAY.

Although the mill at Rapidan is one of the few visible from the car window as the traveler goes southward on the Virginia Midland Railway, it must not be inferred that there is in any of the counties along the line a deficiency of water courses or of the power which they afford. Quite the contrary. No State of its size in the globe can boast so many great rivers as Virginia, and the Midland Road, running the whole length of the Piedmont region, necessarily cuts these rivers and many of their affluents at points more or less near their sources in the mountains, and just where their power is most available. On this head we cannot do better than to quote from the excellent "Descriptive Account of the Virginia Midland Railroad," which was published a few years ago by Dr. J. C. Hill, of Alexandria, and to which we have been, as we shall hereafter be, indebted. Dr. Hill says:

"From the Potomac, at Alexandria, to the River Dan, on the North Carolina border, fine water powers abound. All the great water courses of the State head in or beyond the Piedmont district, are necessarily crossed by the tracks of the Virginia Midland Railroad, and many of them at, or near these crossings, afford splendid water-power facilities." Those at Alexandria on the Potomac, at Lynchburg on the James, and at Danville on the Dan, are treated of in the enumeration of the respective resources of these places.

Four miles below the railroad crossing, on the Rappahannock River, at a place called Wheatley's Mills, is one of the cheapest as well as most superior water-powers to be found in any country. The whole stream in the river can be turned out by a dam three feet high into a place called Marsh Run, giving to the power a fall of forty-four feet, with a capacity to build up innumerable industries, the values of which would be almost incalculable, enough to supply, if properly economized, the wants of an entire State.

In Culpepper and Orange counties, on the Rapidan and tributaries, there are numerous powers, with a maximum fall of fifteen feet. In Nelson on the Rockfish, in Amherst on the Buffalo, and other streams in Campbell on the James and others, and in Pittsylvania on the Staunton and Dan rivers, there are powers of magnitude enough to run the machinery of the State of Massachusetts. This does not include streams of minor capacity, with power sufficient to operate the ordinary grist, saw and flour mills. These water courses, besides answering the purposes of manufacturing, could, in many places, be utilized for irrigation.

ORANGE.

Orange, the county which the Virginia Midland Railway next enters, derives its name from the color of its soil, and originally embraced all of Virginia west of the Blue Ridge. Beautifully diversified, it seems made expressly for the suburban homes of gentlemen of means who live in cities. In almost every vale there is a stream; from every hilltop a beautiful view. The air is pure. The natives love their county with inexpressible devotion. It is a favored land. Much of it has been injured by exhausting crops and slovenly farming, but its recuperative power is very great.

Colonel John Willis contends that Orange is better for grazing purposes than the Valley or the counties of Southwest Virginia. "Whether or not," says he, "these views are just as to cattle grazing, it will scarcely be questioned that our red hills are the favored home of sheep. Well-drained hills to graze and sleep on, pure and abundant water, winters not too cold nor summers too hot, grasses abundant, but not too luxuriant or succulent; our sheep are always healthy, and foot ail, rot, and all other diseases often so fatal to sheep, are rarely found in our flocks. With common Western ewes a farmer may triple and often quadruple his outlay in fifteen or eighteen months. This, too, with a very small consumption of grain or other provender."

Better corn land cannot be found, and, of course, there is iron—the color of the soil leaves no doubt on that point. Near Madison River station, four miles from the county seat, veins of red, yellow and brown hematite run for a long distance in close proximity to the track of the Virginia Midland Railway, and quite recently a Pennsylvania company has leased, and is actively working the mines on the lands of Major Erasmus Taylor. Veins 25 feet thick are found. Near this same station valuable marble and limestone deposits have been profitably worked.

ORANGE COURT HOUSE—THE WILDERNESS.

The best way to reach the battlefields of the Wilderness and of Spottsylvania Court House is to take the Virginia Midland Railway at Washington for the county seat of Orange, 86 miles distant. There a narrow-gauge road, 40 miles long, will conduct the traveler to the fields so desperately fought over by Grant and Lee, and also to Fredericksburg, a quaint old town, well worth visiting for its own sake as well as for that of the battles which occurred in and around it. Not far from the narrow-gauge line are the gold fields from which Commodore Stockton reaped such a harvest, and which, it is confidently expected, will yield still richer harvests in time to come when thoroughly developed.

Orange Village contained in 1880 a population of 763. Its importance has been much enhanced since the completion of the narrow-gauge road to Fredericksburg and the continuation of the Virginia Midland Railway directly to Charlottesville, instead of the indirect route by way of Gordonsville, where for many years the Midland Road made connections with Charlottesville via the Chesapeake and Ohio Road. benefit, partly of local and partly also of through passenger traffic northward, trains still run daily over the nine-mile link between Orange and Gordonsville. Situated upon commanding and beautiful hills, Orange and the country immediately around it contain, it is said, more elegant residences than any of the towns along the line of this road. It has a court-house, an Episcopal, a Baptist, a Methodist and Presbyterian churches; two weekly newspapers, one or two good hotels, and several good boardinghouses, with ample accommodations for resident, transient and Summer visitors; good public and private schools; and quite a number of mercantile stores and other similar improvements. During the war a conflict took place in this town between the Federal and Confederate forces, commanded respectively by General Broadhead and Colonel William E. Jones; and another, a very severe one, at Rochelle, about six miles from Orange Court House; Generals Kilpatrick and Buford commanding the Federals, and General J. E. B. Stuart the Confederates.

MONTPELIER.

President Zachary Taylor was born in Orange County, the house of his nativity being, as some assert, still in existence. James Waddel, the blind preacher, whose eloquence is so glowingly described in Wirt's "British Spy," lived and preached in

Orange. The house in which he lived still stands near Gordonsville. Patrick Henry and Governor Barbour both confirm Wirt's account of his marvelous oratorical powers. About four miles from Orange Court House, on an eminence and amidst grand old trees is Montpelier, or more correctly Montpellier, the country seat of James



MONTPELIER, NEAR ORANGE COURT HOUSE, VA.

Madison, President of the United States from 1809 to 1817. It is a noble edifice, a gentleman's home. Originally it was furnished with plain but rich furniture, and ornamented with busts, pictures, etc., most of which have been scattered amongst his connections who live in this and other counties. An extensive lawn surrounds the house, level as a floor in front, and commanding a magnificent view of the mountains, but in the rear falling into a lovely green dell, shaded by tall trees. On the east is a large garden, containing a great variety of native and exotic plants and fruit trees. Mr. Madison died at Montpelier, June 28th, 1836, at the great age of 87. His tomb, and that of his wife, together with others of his family, are inclosed in a little cemetery a few hundred yards in front of the house. After many vicissitudes, Montpelier House and the large and valuable farm attached to it have passed into the hands of Northern purchasers, whose purpose, it is said, is to place it in that thorough repair which it has so long needed.

GORDONSVILLE.

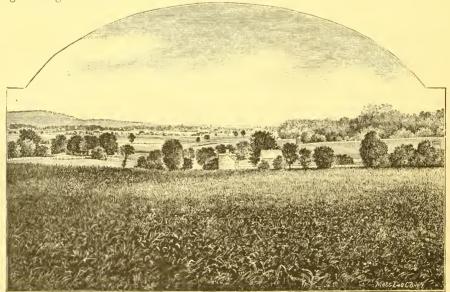
Gordonsville, the former junction of the Virginia Midland with the Chesapeake and Ohio Railroad, has a population of fifteen hundred, with forty stores and places of business, four manufacturing establishments, several hotels and boarding-houses, one newspaper—Gordonsville *Gazette*—five churches, six schools, three livery stables, etc. The buildings, almost all of wood, have been put up hastily, yet the most of them are in good taste and well suited to the purpose for which they are intended. Gordonsville must continue to be a place of considerable trade, as most of Greene and Madison, and portions of Albemarle, Orange and Louisa are tributary to it.

The country around Gordonsville is so attractive, and the society so good, that many Englishmen and Northerners have chosen it in preference to any other part of the

State. The late Dr. Cadmus, of New York, on a farm near the village, entered largely into the culture of grapes and the manufacture of wine, an industry which is still more largely followed in the adjoining county of Albemarle. Improved breeds of horses, cattle, sheep, pigs, etc., have occupied the attention of the English settlers and of native Virginians as well, and the peculiarly English feature of monthly or bi-monthly fairs for the sale of horses, etc., imparts to Gordonsville a life and animation not often seen in Virginia. Board is so reasonable, living so abundant, the climate so healthful, and access to the cities so easy that many families make Gordonsville their Summer home.

SOMERSET AND BARBOURSVILLE.

Returning to the main line of the Virginia Midland Railway at Orange, we pass en roule to Charlottesville, on the newly constructed link, the stations of Somerset, Barboursville and Bethel, places of minor importance as yet, but destined to the growth that almost invariably attends railway stations located in good farming districts. The fertile soil and charming scenery on the western base of the southwest mountain range long ago drew to this region, secluded as it then was, one of Virginia's most distinguished sons, Governor James Barbour, whose home, now occupied by his no less distinguished son, B. Johnson Barbour, Esq., may be seen immediately on the left of the road as we approach Barboursville Station. Now that the rail has reached this hitherto isolated section, the quiet little village of Barboursville and the adjoining county of Greene, which lies right under the shadow of some of the boldest peaks of the Blue Ridge, together with its equally attractive neighbor, Madison County, will become points of special interest to those who seek the tonic and the balm of our Virginia Highlands.



BIRD'S-EYE VIEW OF CHARLOTTESVILLE, VA., FROM THE UNIVERSITY OF VIRGINIA.

CHARLOTTESVILLE.

The approach to Charlottesville on the Virginia Midland Railway, along a range of low wooded hills and through a narrow valley, gives no conception of the magnificent county of Albemarle into which we have now entered. To see it to advantage, to

study its many points of interest, one must give this goodly county a day or two, or still better, a week or two, on horseback or in an open vehicle. Nor in the space allotted us is it possible to do more than enumerate the manifold objects which in town and country imperatively claim the attention of the historian, the scholar, the scientist, the artist, the farmer, the manufacturer. The University of Virginia: Monticello, the home of Jefferson, on its lofty and beautiful plateau; his mutilated tomb on the mountain side below; the Brooke's Museum of Natural History, with its fac simile of the Mammoth, the only one in the United States; the Observatory for the great telescope, given by Cyrus McCormick; the Ragged Mountains, made famous by one of Edgar A. Poe's weirdest stories; the woolen mills; the cellars of the Monticello Wine Company, whose native wines received the prize at the Paris Exhibition; the stock farm of S. W. Ficklen, Esq.; the farm of Mr. Brennan, formerly of New York, well-nigh perfect in its every aspect; the cultured and polished society of the University of Charlottesville—turn where you will there is something to edify and to charm. Wise was the forethought of the philosophic statesman in selecting Albemarle as the site of that institution of learning of which, next to the Declaration of Independence, he was most proud-poetic the faculty which prompted him to build the house of his fame amid scenery that is lovely even to fascination. And how pathetic the lately printed declaration of his gifted granddaughter, that "of the ten thousand acres once owned by Jefferson, all that now remains is roo square feet of burial ground and a tomb hacked to pieces by vandals."

Charlottesville is on the right bank of the Rivanna River, and immediately on the line of the Virginia Midland Railway, at the intersection with the Chesapeake and Ohio Railroad. It was incorporated in 1762, and named in honor of Queen Charlotte. It is 118 miles from Alexandria, 115 miles from Washington City, 97 miles



MUSEUM AT THE UNIVERSITY OF VIRGINIA.

from Richmond and 20 miles from the base of the Blue Ridge. The University of Virginia, founded in 1825, is beyond question one of the most famous schools in the Union. Its standard is higher and its examinations more rigid than those of any other

school whatever in the United States. Before the war its average attendance was 600 students; now, owing to the impoverishment of the Southern people, the numbers rarely exceed 400. Near the University grounds are buried 1,500 Confederate soldiers. The town contains nine churches, embracing almost every creed; two weekly newspapers—the Jeffersonian Republican and the Chronicle—three job printing offices, four public and six private schools, three hotels and a number of private boarding-houses, two national and two savings banks, two livery stables, a large number of mercantile stores, and, in addition to these, a smoking tobacco and cigar factory, plough, broom, wheat, fan, carriage and wagon establishments, and one foundry. Outside of the town the Charlottesville Woolen Mills, heretofore spoken of, are doing a large and lucrative business. The cigar factory manufactures near a million of cigars annually. Two wine companies have been organized. The wine made here of the native grape is large in quantity and excellent in quality. The surrounding country produces everything grown in this latitude, and the lands command the highest market prices.

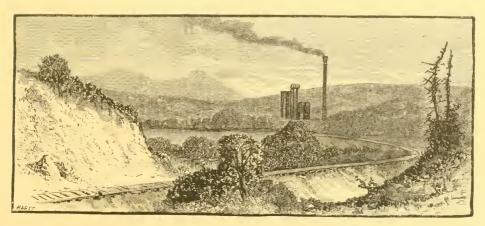
THE MILLER SCHOOL.

In the well-named Ragged Mountains there was born, early in this or late in the last century, a boy named Samuel Miller. Illegitimate, obscure, poor as poverty itself, absolutely without education, this boy's destiny was to eclipse in real life the dreams in which Poe's imagination rioted when he chose as the scene of his story the wild hills among which this poor boy was born. Samuel Miller, at the time of his death, some twenty years ago, was the richest man in Virginia. He had no legitimate heir. He made a few small, private bequests, left a large sum to the University of Virginia, founded an orphan asylum in Lynchburg, and then the bulk of his fortune (which originally amounted to millions, but had been sadly shorn by losses of many kinds) went to the endowment of a manual labor school for poor boys; first of Albemarle County and next of the State at large. In memory of his humble origin, and at his special request, this school was built in the very heart of the scenes of his childhood, and there it now stands—a marvel of architectural solidity and beauty, startling the beholder, in spite of his mental preparation, by its strong contrast with the untamed solitude around it. It is admirably managed, has one hundred occupants, who are at no expense whatever, from the time they enter until they leave, and is undoubtedly doing a great deal of good in a direction where there is the greatest need.

GRAPE CULTURE AND WINE MANUFACTURE.

Grapes flourish everywhere along the line of the Virginia Midland Railway, the slopes of the Bull Run range, the Southwest mountains and the foot hills of the Blue. Ridge, being their natural habitat. On many farms in many counties grapes are extensively grown for sale in the Northern markets; but nowhere has grape culture and wine-making attained such proportions as in Albemarle County, which promises to become the centre of this industry on the Atlantic side of the continent. In view of this fact, we again quote from Dr. Hill's valuable little book. He says, page 14: "The Superintendent of Garden and Grounds, in his annual report for 1869 to Congress, speaking of the most healthy grape of the Northern States, says: 'Of course, its quality is generally improved by the length and genialty of the season of growth; for example: Those who are familiar with the fruit only as the production of Massachusetts would not recognize its flavor and vinous character when ripened in Virginia. The mountain slopes and plateaus in Virginia and other Southern States must be looked upon as the great producing regions on this continent for a certain class of fine wines, not excepting California and other favored sections of the Pacific coast. We

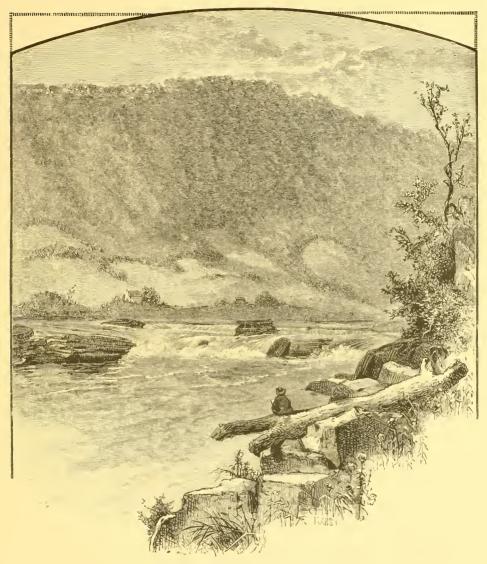
must depend upon this section for the coming wine grape." Dr. Hill continues: "There is hardly a doubt about the truth of these statements, which apply equally well to a district of comparatively flat land running through Culpepper County, Virginia, the substrata rock of which contains, by analysis made for the writer at the Smithsonian Institute in Wasbington City, 71 per cent. of silica. The absorbing power of this metamorphic rock is extraordinary, and secures beyond question what is absolutely necessary for the grape-drainage. Indeed, the most experienced and scientific vineyardist could not have ordered the making of a better vineland, except as to elevation. Vigorous native grape vines, however, can be seen in many places running on the ground, with fruit as fine and sound as if it had the greatest possible elevation. Possessing this advantage, the Virginia grape has others of value to the vineyardist. It can be easily cultivated and manured; the fruit readily gathered and carted out, and being immediately on the line of the Virginia Midland Railway, shipped to market at trifling cost. This land should command the highest price known among vinegrowers, and yet, on account of the lack of knowledge of these important facts, is comparatively cheap. In addition, it is a fine natural grass land, and, in support of the theory advanced, and contrary to the well-established one of 'the green belt' or 'vernal zone,' has the earliest Spring and the latest Fall grapes, which would materially tend to establish the fact that the absorption qualities of the substrata rock referred to act as chief agent in producing these results. The metamorphic rock has, besides the 71 per cent. of silica, 10 of lime and several of alumina and potash, and when pulverized by natural or artificial modes, restores to the soil the elements which are so necessary to the full development and growth of the plant." In regard to the vield and prices of grapes grown on lands through which the Virginia Midland Railway runs, Dr. Hill makes the following statements: "Messrs. Miller & Wood, of Rappahannock County: Concords, 5,000 pounds; Catawbas, 2,500 pounds; Delaware, 1,000 pounds; Clinton, 2,000 pounds per acre; average price five cents per pound. Best market grape, the Catawba. Mr. Wm. Hotop, of Charlottesville, fourteen acres, in Delaware, Norton, Iris and Concord. The Delaware brought in New York 15 cents, Iris 11 cents, and Concord 8 cents per pound. Mr. H. M. Armistead, of Campbell County, from a vineyard of three acres and three thousand vines made 800 gallons of wine per acre, which sells from \$2.50 to \$5 per gallon. The vines are Iris, Concord, Ionia, Alvey, Delaware, Rogers' No. 14 and 15, Hartford, Clinton and Catawba, six to eight years in bearing. These grapes are comparatively free from rot and mildew, and are all superior for wine or table use."



THE CHESAPEAKE AND OHIO RAILROAD—THE VIRGINIA SPRINGS AND SUMMER RESORTS.

It has been stated that at Charlottesville the Virginia Midland Railway unites with the Chesapeake and Ohio Railroad just at the point where the latter begins in earnest the ascent from the uplands of the Piedmont District to the high grades that lead to the summit of the Blue Ridge Mountains at Rockfish Gap. It is almost needless to add that this great road—the Chesapeake and Ohio—traverses the boldest and most picturesque scenery in Virginia, and in its course virtually monopolizes the most celebrated watering places within its borders. The bare enumeration of these springs would fill a page or more of this book; an account of their curative properties would occupy our whole space, and a description of their scenic and social attractions would swell the pamphlet into an octavo volume. And if, in addition to all this, a detailed recital of the towns, the villages, the farms, the mineral lands, the forests of timber, the ore banks, the furnaces (constantly increasing in numbers and magnitude), and the coal measures, with the accessories of their constant and progressive development, were given, the octavo volume would assume the proportions of a library. A mere outline of the more important features of the Chesapeake and Ohio road is all that is here possible.

From the delicious and varied scenervat Rockfish Gap, the road quickly descends to Waynesboro, in Augusta County, where it intersects the Shenandoah Valley Road, which, within the year, has been prolonged to Roanoke, on the Norfolk and Western Railroad. Staunton, with its many asylums and female schools, its bustle and its thrift, is now reached, and at Buffalo Gap the North Mountain is crossed—Elliott's Knob, the highest peak of the Blue Ridge, dominating the scene. Many Summer resorts of local note have been passed and we have entered the iron region, as the furnace on the right shows. At Goshen we cross the headwaters of the James River, and are almost within sight of the romantic Goshen Pass, through which a stage road leads to the academic town of Lexington, where Lee and Stonewall Jackson lie buried, near the institutions of learning with which their names are inseparably associated. En route are the Cold Sulphur Springs and the Rockbridge Baths. At Millboro, a neat and growing village, with a hotel of enviable repute, passengers leave the railway for the famous thermal waters of Bath County, the Hot and the Warm Springs, and also for the Jordan and Rockbridge Alum Springs. Descending the Alleghany range on which Millboro is situated, and passing the station near Longdale furnace, the Chesapeake and Ohio road at Williamson's unites with the Richmond and Alleghanv Road very close to the justly celebrated scenery at Clifton Forge. A few miles further on is the great Lowmoor furnace, beyond which is Covington, the point of departure for the Healing Springs. Here begins the bold and costly gradients by which the great centre of attraction, the White Sulphur Springs, is reached in its mountain fastness. Midway (or a little beyond) the ascent of this portion of the Appalachian chain is Alleghany Station, from which stages run to the Old Sweet and the Sweet Chalybeate or Red Sweet Springs. As to the recent improvements of the White Sulphur, it is enough to say that the immense enlargement of the main hotel, begun last Summer, has been completed, and continued by the introduction of all the modern facilities and conveniences, additional drainage and sewerage, more new cottages, a large lake, a race-course, etc., the determination of the proprietors being to keep "The White" fully abreast with the times and with the demands which will be made upon it, in common with the other Virginia Springs, in consequence of the westward and eastward extensions of the Chesapeake and Ohio Railroad.



KANAWHA FALLS, C. AND O. RAILWAY.

Beyond the White Sulphur are the Salt Sulphur, the Red Sulphur and other Springs, the wooded chasms that have been cloven by the limpid waters of the Greenbrier River, the mingling streams at Hinton, the forges and conical hills at Quinnemont, the dizzy inclines at Sewell and a dozen other places, the towering precipices at Hawk's Nest, the gray and awful cañon of New River, the junction of the New River with the Gaoley, the great Falls of the Kanawha, the mining towns at Cannelton, Blacksburg, Coalburg and elsewhere; Charleston, the capital of West Virginia, with its busy industries, its little stern-wheel steamers—the first infallible note of the West—and so on to the young city of Huntingdon, on the banks of the Ohio, and thence again to Lexington in the heart of the renowned blue grass region of Kentucky, from which point the Chesapeake and Ohio, a true trans-continental railroad, aspires to and will soon attain, by links rapidly nearing completion, the Pacific Ocean. Already on

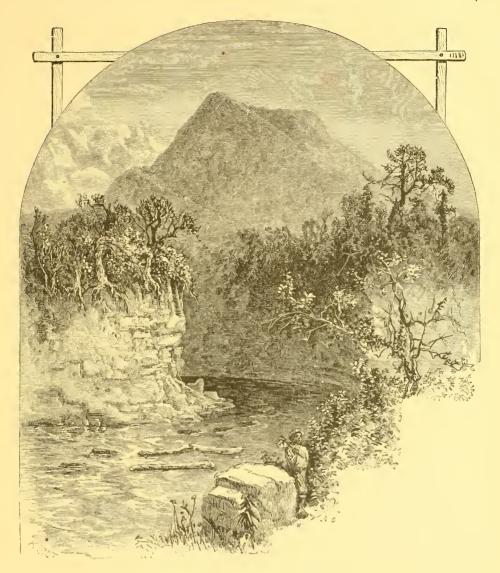
the east, the line that stretches from Richmond over the historic peninsula between the York and the James rivers, pierces the ancient and long-isolated seats of the earliest civilization in America, terminating at the grand haven of Newport News, in sight of Hampton, Old Point Comfort, Fortress Monroe, Norfolk and the Capes of Virginia, that look across the Atlantic to Gibraltar and the coasts of Africa.

By special arrangements between the two companies, the Virginia Midland and the Chesapeake and Ohio railways are enabled to transport passengers from the North and East on a faster schedule, in a more commodious manner and with fewer changes than by any other route whatsoever to the White Sulphur Springs, and from that place, as a radiating centre, the two roads have it in their power to offer visitors such interchanges from mountain heights to sea-shore breezes, and such variety of excursions as defy competition on the part of other roads. In the morning the invalid may inhale the ozone and feast on the mountain mutton, the trout and the venison of the Alleghanies, and at night regale himself on the hogfish, sheepshead, the crabs, terrapins and ovsters of the Hygeia Hotel at Old Point Comfort, while his ears are ravished by the plash of the waves and his lungs refreshed by the salt air of the Chesapeake Bay. If a longer excursion be desired, what could be better than a trip of a week or ten days' duration, extending from "The White," via Charlottesville, to the great tobacco centres at Lynchburg and Danville, thence to Salisbury in the gold section of North Carolina, and thence again through the glorious mountain regions of Western North Carolina, along the bright Swannanoa to Asheville, thronged with countless Summer visitors, and down the impetuous French Broad River to the Warm Springs and Paint Rock, thence on to Morristown, Tenn., from which place the traveler, completing his detour, would return via the East Tennessee and Georgia Railroad and the Norfolk and Western Railroad, through the beautiful scenery of Southwestern Virginia to Lynchburg, and so back by Charlottesville to the White Sulphur again. But this is only one of the many charming excursions which the rapid integration of the great passenger routes and the interchange of railroad courtesies and facilities will offer to the invalid and tourist who seeks health and recreation in the Virginia mountains.

NELSON AND AMHERST COUNTIES.

(FRUIT CULTURE.)

Coming back to the main stem of the Virginia Midland Railway at Charlottesville, we encounter on the route to Lynchburg a rough, mountainous section, not at all inviting to the eye of the agriculturist. But on each side, beyond the rude hills near the track, are pleasant valleys and good farming lands. On the left, not many miles away, lies the rich valley of the James River, where very recently the tardy course of traffic by canal has given place to the rapid transit of the Richmond and Alleghanv Railroad. Indications of ore increase — nor are they mere indications, for on the northern bank of the James, in the belt of country between the river and the Virginia Midland Road, the aggregate mineral wealth—augmenting as we approach Lynchburg—is incalculable. We have also entered, par excellence, the fruit region. All parts of Nelson County are well adapted to the growth of fruit, but especially of apples and grapes. The finest and largest apples exhibited at the annual meeting of the Pomological Society of the United States, held at Boston, Mass., in the fall of 1873, came from Nelson County. The two most excellent varieties were the Albemarle Pippin and the Pilot. The former has heretofore been considered superior to all others, but the latter, which has its habitat in Nelson, surpassed, it is said, even the famous pippin in some of its qualities. Dr. Hill has gathered the following facts in regard to apples, etc., in this and other counties along the Virginia Midland Railway:



GRIFFITH'S KNOB, C. AND O. RAILWAY.

"The Agricultural Bureau Report of 1871 shows that Mr. C. Gillingham of Accotink, Fairfax County, has a nursery of one hundred acres of peaches, one hundred of apples and ten of pears. From five hundred peach trees three hundred bushels of peaches were sold, at an average price of \$1 per bushel. The pears brought \$4 per bushel. Mr. Gillingham recommends as the best apples for early marketing, 'Edward's Early,' Hagloe, Astrachan, and Early Ripe; of Fall apples, the Grovenstein, the Fall Pippin, and the Maiden's Blush; and of Winter apples, the Albemarle Pippin, Abram, Bowling's Sweet, Ridge Pippin, etc.

"Messrs. Miller & Wood, Washington, Rappahannock County, have one hundred acres in apples, thirty-two feet apart, with peach trees intervening. The apple trees yielded last year one hundred and fifty bushels per acre, worth \$1.25 per bushel. The crop was shortened one-third by the drought. Their best market variety is the Pippin.

"Mr. James Newman, Gordonsville, Orange County, has two hundred bearing apple trees, averaging twelve bushels each, or three hundred bushels per acre, worth twenty-eight to thirty cents per bushel at the orchard. The loss of trees is about two per cent, per annum, from unknown causes. The loss of fruit is rare. The Albemarle Pippin is the best market variety. This is a very low estimate of what can be done in the way of fruit-raising in this locality. Mr. Goss, of Orange County, has a great reputation as an apple grower."

"Mr. R. E. Davis, Nelly's Ford, Nelson County, has three thousand bearing apple trees on eighty-nine acres. The yield per annum ranges from one to fifteen bushels per tree; losses, about twenty per cent. He prefers, as the market varieties, the Pippin, Esopus, Spitzenberg, Baldwin, etc."

In this, and the adjoining county of Amherst, the annual proceeds of certain orchards pay the entire original cost of the lands.

"Mr. John C. Murrell, Campbell Court House, raises three hundred bushels of apples per acre, worth fifty cents per bushel. His best market varieties are Wine-sap,

Russet and Lady apple."

Nelson County, formed from Amherst in 1807, and named for Thomas Nelson, who was Governor of Virginia in 1771, is about twenty-six miles long and twenty broad. It is watered by the Rockfish, Tve and Piney rivers, the first emptying into the James at Howardsville, the others uniting and emptying in at New Market. These and other mountain streams give to the country a superabundance of fine water-power for manufacturing purposes.

Amherst County was formed from Albemarle County in 1761, and is about twentytwo miles long and nineteen wide. It is watered by the Pedlar, Buffalo and numerous smaller streams. The passage of the James through the Blue Ridge is a magnificent spectacle. The Richmond and Alleghany Railroad, from Lynchburg to the county of Rockbridge, winds along the mountains through scenes most wild and romantic. Lofty mountains rise on every side, and shadow the ravines and rapids below. Nothing more sublime in all the length of this mountain chain from the Potomac to the James.

The soil of this county is naturally fertile, of a dark, rich, red hue, and the scenery beautifully diversified. The productions are tobacco, wheat, corn, oats, rye and fruits. The apples grown here, as in the county of Nelson, are of a very superior quality. Recently large veins of magnetic and brown hematite iron ores have been discovered, and are being developed by local and foreign capital. Discoveries have been made of a great many other valuable mineral substances. Years ago gold was found, and a rich variety of copper was worked. Barytes, manganese, plumbago, emery, limestone, marble, slate, soapstone and kaolin have also been found. Different kinds of mineral springs have been discovered, but none of them improved or frequented.

Since the war, and more particularly since the reaction from the panic of 1873, the county seat of Amherst, in common with other towns along the Virginia Midland Railway, has exhibited an activity unknown in the old days. Population about 600; a newspaper, many stores, churches, etc.; scenery very beautiful; climate all that heart can ask; living abundant—in a word, a first-rate Summering place for families and children.

LYNCHBURG.

Precipitous as Quebec; "live," almost, as Chicago; famous throughout the world for its smoking and chewing tobaccos; noted all over the United States for the indomitable push of its inhabitants; an important railroad centre; romantically situated, with water as pure as air, and air like the ether itself, Lynchburg, the portal of the busy and prolific Southwest, proudly surveys the magnificent scenery far stretched



RAILWAY BRIDGE ACROSS JAMES RIVER CANAL AT LYNCHBURG, VA.

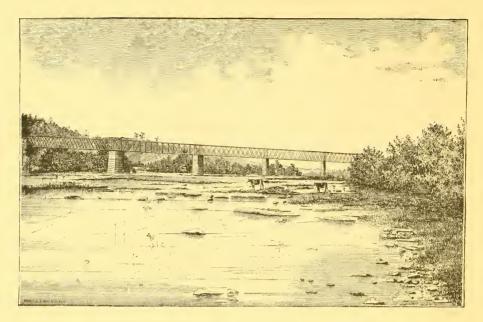
on every side around her. Time was when Lynchburg truthfully claimed to be, with a solitary exception, the wealthiest city *per capida* on the American Continent, and wealth is there still. Tobacco holds sway, as it has done for near a century, but the day is not distant when iron in its various forms will eclipse the Indian weed, and Lynchburg will become the Pittsburgh of Virginia, and perhaps of the South.

A bewildering scene meets the eye of the traveler as he alights at the Midland Station in Lynchburg. Such a medley of railways and water courses is rarely ever seen outside, and still less inside, of a city. The Virginia Midland, the Norfolk and Western and the Richmond and Alleghany railways all come together just at the confluence of Blackwater Creek, with the James River and Kanawha Canal (or what is left of it) and the James River itself. Factories, mills, foundries, railway shops, lumber and coal yards, saw and planing mills, are all piled together in a narrow area under the southern bluffs which cut off all view of the city proper. Truly a stirring scene.

Named for the author of the summary Lynch law (or for a relative of his) the town had in 1880 a population of about 16,000; it is now nearer 20,000.

There are in Lynchburg eight banks and banking houses—two national, three State and three private. The capital in the incorporated banks aggregates \$800,000, with a discount line in conjunction with the private banks of about one million and a half; four newspapers—three daily and one weekly: four first-class hotels, and a number of excellent private boarding houses, ten or twelve churches, nine public and several private schools, water and gas works, a large number of mercantile stores and commission houses, and, on the suburbs, beautiful and commodious fair grounds. These are the property of the Agricultural and Mechanical Society, which has adorned them with well-arranged and appropriate buildings. This society offers annually a large and expensive list of premiums to exhibitors. The most attractive exhibits are the native minerals, and each year the quality and variety entered have increased.

The great staple of trade and manufacture, however, in this city is tobacco, and it is estimated that there are some seventy or eighty establishments engaged in its



RAILWAY BRIDGE ACROSS THE JAMES RIVER AT LYNCHBURG, VA.

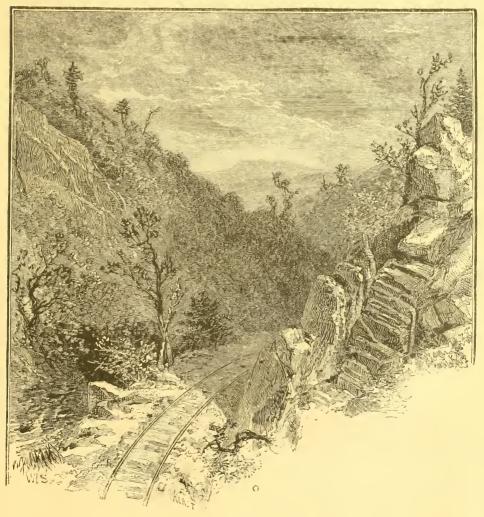
manufacture or manipulation in some form. The Lynchburg brands of smoking and chewing tobacco are those best known in the markets of the world. Ample water power is afforded by the James River for rolling mills, foundries, flour mills, bark and extract manufactories, etc. Few places are so admirably fitted for industrial enterprises and for every kind of manufactures. Labor is cheap, living is cheap, water power is cheap and abundant, coal, iron and lumber are within easy reach, railways on the river bank radiate to all points of the compass—all the factors that capital and skill demand are here: and the future of Lynchburg as an industrial centre is beyond peradventure.

LUMBER, SUMAC, OAK BARK, SMALL FRUITS, ETC.

Campbell County, in which Lynchburg is situated, and the adjoining county—Pittsylvania—until penetrated a few years ago by the Danville extension of the Virginia Midland Railway, constituted a *lerra incognita*, so cut off were they from railways. Large tracts of original timber were practically inaccessible and untouched. These have to some extent fallen under the lumberman's axe, but much remains and many saw mills are kept busy at different points along the line, or a little distance from it. What is true of these two counties is also true of others that are near the Midland road. The amount of timber, its variety and value, and especially the pines of great size that are found in the country south of Lynchburg, deserve more than the passing notice here given.

Sumac abounds in Virginia. The demand for it being unlimited, large and annually increasing amounts are forwarded from every station on the line of the Virginia Midland Railway. It can be gathered at a comparatively small cost, and readily sold for cash to the numerous competing mills in and out of the State. Heretofore, the proprietors of the land permitted the freedmen to collect this article wherever they found it growing. Now, it is getting to be regarded by the owners of the soil (as it deserves to be) more in the light of property, as in some places it yields to the gath-

erer what the owner would consider, under existing circumstances, a fair annual rent for out lands; and some experts say that, if properly planted, cured and gathered at the proper season, it could be made a paying crop. Certain it is the adaptability of most soils for its production is almost everywhere evident. Two specimens, grown in Virginia, were tested by Miller's method at the Agricultural Bureau at Washington, with the view of substituting it for the foreign article in the manufacture of fine leather, and were found to contain respectively "19½3 and 17¼ per cent. of tannin." The extracted dye stuff is said to be superior to the Sicilian variety, 2,000,000 pounds of which are annually imported into the United States. At Alexandria, Culpepper, Orange Court House, Gordonsville, Charlottesville, Lynchburg and other places large mills, many of them steam, are kept going day and night during the gathering and delivering season to meet the demand. Besides, all along the Blue Ridge, in close proximity to the Virginia Midland Railway, grow immense forests of chestnut oak, the bark of which is considered the very best known for tanning purposes. The oak-tanned leather is superior to the hemlock, which latter has been very much dimin-



PANTHER GAP, LOOKING EAST, C. AND O. RAHAWAY.

ished in the forests of New York, Pennsylvania and other Northern and Eastern States, and those engaged in this profitable business will sooner or later have to resort to the better article of chestnut oak in Virginia, where tanneries can be located and run more cheaply and profitably than in other sections of the United States; and at no distant day this immediate section will become the tanning centre of the Union. Already there has been established at Sperryville, Rappahannock County, by C. C. Smoot & Sons, of Alexandria, a very large branch tannery. They now tan 20,000 sides of sole leather, for which they find quick sale in the adjacent cities, and they have made preparations to extend their vat capacity to 30,000 sides, to enable them to supply in part the great demand for pure chestnut oak leather. This article having taken the premium at the recent Vienna Exposition, there is an increasing demand for it that the European market cannot supply, or even compete for, on account of the greater abundance of oak bark supply in this region.

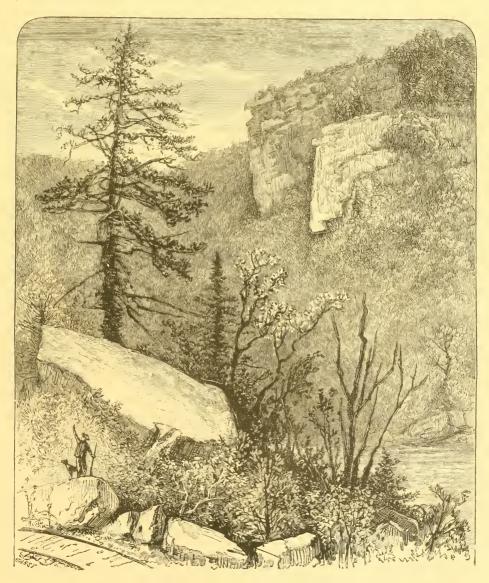
Small fruits grow in such wanton profusion that it is hard to speak about them with moderation, and well nigh impossible to exaggerate their quantity, variety and excellence. In Orange and its sister counties the section hands have no little trouble in keeping the road bed clear of strawberry vines. The Commissioner of Agriculture says: "The strawberry, raspberry and blackberry are indigenous plants in Virginia. The latter, when cultivated, attains a large size and fine flavor. Large quantities are gathered from the old fields and woods and sold in the Washington market. Other wild fruits are held in high esteem, and are sold at good prices—whortleberries, chinquepins, chestnuts, walnuts, hickory nuts, etc., etc." Large fields of strawberries are cultivated, and yet the supply falls short of the demand. Raspberries, currants and gooseberries have an increasing demand; indeed, of these small fruits it may correctly be said that the public appetite "grows by what it feeds upon." In garden vegetables



LOVERS' LEAP, ON THE JAMES RIVER, OPPOSITE LYNCHBURG, VA.

everything required for the most sumptuous table is grown to perfection. To enlighten persons not acquainted with the productions of our soil and climate, Dr. Hill mentions the following vegetables, grown by the most simple means of cultivation:

"Peas, beans, potatoes (both Irish and sweet), watermelons, cantaloupes, pump-kins, squashes, cucumbers, cabbages, turnips, radishes, asparagus, spinach, celery, tomatoes, peanuts, leeks and onions;" and he might have added lettuce, chickory, cauliflower, cress and an endless variety of other things, all of which can be profitably raised on the various soils to be found in the Piedmont region, and shipped either North or South to good markets. Speaking within bounds, tons of blackberries, dewberries and cherries are allowed each year to rot in the ground or upon the trees, because the people are too indolent or too thoughtless to gather them. Colored men and women have been known to refuse themselves to assist, or allow their children to assist, the whites in gathering cherries, although offered pay in money or half the gathered crop.



HAWK'S NEST, FROM SOUTH BANK OF NEW RIVER, C. AND O. RAILWAY.

SUMMER RESORTS ON THE NORFOLK & WESTERN AND THE

RICHMOND & ALLEGHANY RAILROADS.

The breezy hills and the excellent hotels of Lynchburg tempt numbers of people to make that bustling city a Summer resort for weeks and sometimes months together. Each year the numbers increase. But, beginning at Lynchburg, the country along the line of the Norfolk and Western Railroad, like that along the Manassas Division of the Virginia Midland Railway, becomes in Summer time one vast boarding-house. At the first visit of hot weather the people of Texas and the lower parts of the Gulf States begin to crowd in ; a little later Vicksburg, Memphis and other cities north of the Gulf pour in their tide, and still latter, come the dwellers of the seaboard cities of Virginia and the Carolinas, until almost every farmhouse, and certainly every town, village, hamlet and railway station has its quota of health and pleasure seekers. These, be it remembered, are in addition to the contingent of the regular watering-places. Not unfrequently the hotels and boarding-houses in the towns and villages are, if possible, more crowded than the Springs themselves. Nor is this to be wondered at. Although the watering-places on the Norfolk and Western Railroad have not the national celebrity that some of those on the Chesapeake and Ohio Railroad have, they are nevertheless as numerous, varied and meritorious as the better-known system of medicinal waters on the latter line.

The Bedford Alum Springs are but ten miles from Lynchburg, and on both sides of the Norfolk and Western Railroad there is a succession of watering-places and Summer resorts stretching from Bedford to the terminus of the line at Bristol, 200 miles away—the Blue Ridge, Coyner's, the Alleghany, the Montgomery, White Sulphur, the Yellow Sulphur, the New River White, the Salt Pond, the Peaks of Otter, Natural Bridge, the Seven Springs, the Washington Springs, the Salt Works at Saltville, the Natural Tunnel, etc. To these add the attractive mountain towns—Liberty, Salem, Wytheville, Christiansburg, Newbern, Marion, Abingdon, the Agricultural College at Blacksburg, and Emory and Henry College near Glade Spring. Of the scenery it is needless to speak—Puncheon River Falls, the White Top, Bald Knob, the New River at Eggleston's and countless others must be seen to be fully appreciated.

The great extent and richness of the mineral deposits on the Norfolk and Western Railroad, only guessed and scratched at for generations, have now become scientifically known, and have attracted investments already exceeding a million dollars, and rapidly increasing. Every variety of metal—gold, iron, zinc, lead, copper, barytes—crops out of this pactolian soil, and the hands of skill and experience alone are needed to reap the rich fruit. In one single county along the line (Wythe), there are fourteen iron furnaces, with capacities ranging from 1,000 to 3,000 tons, whose yield aggregates over a million of dollars yearly.

Game is abundant, as well as fish. There is superior mutton, beef, poultry, butter and eggs, for the refreshment of the inner man. Board is cheap, the fare excellent and abundant at the various private boarding-houses, and the body being so repaired the mind will be the better enabled to take in the poetic glories of the mountains and the shady forests that hide their eternal crowns.

The list of Summer resorts in the shape of springs, hotels, boarding-houses and private families, who will entertain visitors during the coming Summer, will be furnished on application to the Norfolk and Western authorities and agents.

But the point of greatest attraction at this time is the nascent town of Roanoke, formerly called Big Lick. Here the Norfolk and Western Railroad unites with the

Shenandoah Valley Road, and here the slow-going folk of old Virginia are about to behold a spectacle hitherto confined to the West, viz., a town springing into full and busy life as if by magic. Seventy-five acres have been leveled to receive the vast depots, station, shops, etc., of the company; upon the hills close by houses for employes are going up literally by the hundred; in addition to which the Pennsylvania Steel Company is about to erect a furnace of great size, with the necessary buildings and dwellings for its officers and workmen. The population suddenly brought to this obscure hamlet will amount to 4,000 or 5,000 souls, with an expected increase to 8,000 or 10,000—an expectation by no means fanciful, for Roanoke is in the very heart of the best agricultural portion of Virginia and in the midst of scenery of consummate beauty.

One point we should like long to dwell upon, but must content ourselves by simply touching. It is this: Railroads fail of their moral purpose if they do not bring together the people, especially of the hitherto-discordant sections, and thus weld the national life into a firm and harmonious whole. Why, then, should not the men of the North and East, who flock to the Greenbrier White Sulphur, avail themselves of the opportunity afforded them by excursion tickets to spend a few days among the watering places of Southwestern Virginia? In no other way can they so easily, and at such trifling cost, acquaint themselves with the men of the South, their wives and children. Putting it upon the lowest plane, the acquaintance thus made could hardly fail to result in business relations which would prove profitable, and at all events the change of base to fresh scenes of natural beauty and to a society wholly different from that which they see at home, would be a novelty at once pleasing and instructive.

Although the Richmond and Alleghany Railroad has no watering-place of importance immediately upon its line, so far as now completed, it can with justice claim to be one of the most attractive roads, in a purely artistic point of view, in or out of Virginia. A valley so fertile and so beautiful as that of James River is seldom found, and beginning with the softer landscapes near Richmond the road, ascending by the gentlest grades to the mountains, becomes more and more picturesque each mile of the way until the climax of the bold, the wild, we might almost say the terrible, is reached amid the cloven heights at Balcony Falls, and thence onward to the sublime perspectives at Clifton Forge. He who wishes thoroughly to enjoy a trip to the Natural Bridge (which is to be made a rival of the Luray Caverns by its new owner, Mr. Parsons), Lexington, etc., would do well to take the Richmond and Alleghany Railroad, Nor is the scenery all. The road claims, and with good show of reason, to be one of the first mineral roads in the United States. Those who desire to investigate iron ores, in endless variety and boundless in quantity, will be abundantly gratified by a tour over this new claimant for public favor, which undoubtedly has a great destiny and that not distant.

THE FRANKLIN DIVISION.

At Franklin Junction, about 40 miles from Lynchburg, begins the Franklin Division. The country to this point is uninteresting and sadly worn by bad tillage. Franklin Division extends a distance of 10 miles to Rocky Mount, the seat of government of Franklin County. The road is narrow gauge, and along it are numerous deposits of iron ore, some of them of fine quality. At Pittsville, nine miles from the junction, magnetic ores in great quantity have been mined and shipped to Pennsylvania. From these ores, mingled in due proportion with others, Bessemer steel of excellent quality is said to be made. Crossing Pig River, the road runs up Ridder's Creek to the southern end of Smith's Mountain, and thence by Pen Hook, Union Hall, Glade Hill and White Rock to Rocky Mount. At various points veins of iron and other

minerals intersect the road diagonally. Barytes, limestone, manganese, kaolin, antimony, copper, asbestos, nickel, gold and silver are found in greater or less quantities.

Franklin County, formed in 1784, from Bedford and Henry counties, has the honor of being the birthplace of General Jubal A. Early of Confederate fame. The soil has a clay foundation, and it is well adapted to farming. Very large crops of tobacco, corn, oats and wheat are made. Rocky Mount, the county seat, 179 miles southeast of Richmond, had in 1880 a population of 300, and is rapidly growing.

The scenery around the village is uncommonly fine. Bald Knob—a mighty rock—rises in lonely grandeur almost within the corporate limits, and from its gray summit green valleys, rounded hills, blue and misty peaks, billowy ranges of mountains and a seeming plain that stretches away into the hazy distance, form a panorama of almost unsurpassed magnificence. Easily reached on foot or on horseback, the Knob is the centre of attraction, alike to the young and the old in the pearly mornings and golden evenings when Summer brings its recurring throng of visitors. Franklin County is, so to speak, a "brand new" county in the midst of an old State, being but lately opened to rail; now that it is in communication with "all the world and the rest of mankind," Rocky Mountain and Bald Knob may reckon upon a large accession of tourists and admirers.

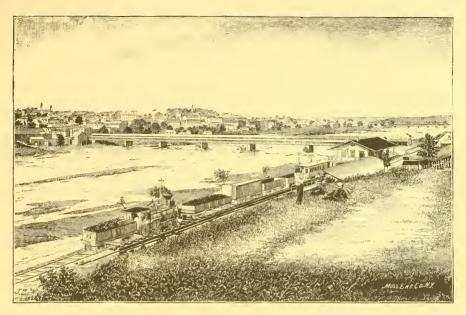
PITTSYLVANIA COUNTY.

Pittsylvania County was formed in 1767 from the county of Halifax, and named after the great English statesman, William Pitt, afterwards Lord Chatham. It is watered by the Staunton, Banister and Dan rivers, besides numerous creeks and streams. It is remarkable for the variety and value of its timber and for the superior quality of its tobacco, the land in certain parts of the county being peculiarly adapted to the "bright yellow" tobacco, which has become so popular since the war. Over and again men have cleared from a single crop of this tobacco enough money to pay for their entire farms. An agent of the Russian government, who had been sent out to study practically the Virginia method of growing tobacco, selected Pittsylvania County as the best field for his experiment, bought a farm, and, after two or three years of cultivation, was so pleased with the result of his farming that when he went back to Russia to make his report, he expressed the wish and the purpose to return to Virginia and make it his home for life. But his government could not spare him.

Chatham, the county seat, is on a branch of the Banister River, near the centre of the county and immediately on the line of the Virginia Midland Railway. It had in 1880 a population of five hundred, two large tobacco warehouses and several manufactories of tobacco, stores, churches and schools. It is noted for its society and for a hotel, which, more than any other now extant, recalls the Old Virginia Tavern in its prime.

DANVILLE.

Danville, the terminus of the Virginia Midland Railway, is situated on the south bank of the River Dan, 239 miles from Washington and 4 miles from the North Carolina line. From the number of roads projected and in process of construction to all points South, it bids fair to be one of the principal railway centres of the Southern country. It is a rapidly growing and progressive town, with a population in 1880 of 7,536. No town in the State has a more energetic population, and no business men a higher reputation. It has six or eight churches, several excellent colleges and institutions of learning for both sexes, a capital hotel, eight warehouses for the sale of leaf tobacco, whole streets of factories for the manufacture of chewing and smoking tobacco,



VIRGINIA MIDLAND RAILWAY STATION AT DANVILLE, VA.

foundries, flour and saw mills, fruit and tobacco box factories, several machine shops, banks, newspapers and almost unlimited water power for manufacturing of every kind. Strangers will be profoundly impressed with Danville. Those who are disposed to twit Virginians for their want of enterprise will be amazed at the push and snap of the people of this indomitable little city. Nowhere in the world do business men work as they do in Danville, and nowhere in the South is there a town which so forcibly recalls Lowell, Lynn, Fall River and other manufacturing centres of the North and East. Factory after factory, built in the most substantial manner; swarms of black operatives and streams of wagons, laden with the bright yellow tobacco of North Carolina and Virginia, impart to the place a life and activity seen nowhere else in all the South, except at Atlanta. The handsome private dwellings in modern styles, the ornamented grounds, the stately trees, the shrubbery and abundant flowers also recall the North most vividly. In a word, Danville is the embodiment of energy and progress.

DANVILLE AND NEW RIVER RAILROAD.

From Danville an admirably built, narrow-gauge road runs to Martinsville, the county seat of Henry—a county famous for its tobacco, its timber, its ores, its scenery, etc. The Danville and New River Railroad, for that is its name, will be pushed to a connection with the Norfolk and Western Railroad, at New River Station, and, when completed, will become a most important outlet for the coals and mineral wealth of West Virginia.

The elevated site of Martinsville, its romantic surroundings, and the fact that it is on the highway to the Pinnacles of the Dan, coupled with the further fact that it has ample accommodation at its hotels and boarding-houses for Summer lodgers, must secure for it a larger patronage than it has heretofore enjoyed, now that access to it is so easy. The population is about four hundred.

A few miles from Danville, the Danville and New River Railroad connects with another narrow-gauge road, that runs toward Leakesville, Mocksville, etc., in North

Carolina, passing *en route* that charming and fertile district to which Colonel William Byrd, in the "Westover Manuscripts," gave the appropriate name of the Land of Eden. Among the many attractions of these two roads, the excellent fishing in the streams which they intersect deserves special mention.

At Danville, the Virginia Midland Railway unites with the main stem of the Richmond and Danville system. This great highway from North to South, following the trend of the Appalachian Chain through North Carolina, South Carolina and Northern Georgia to Atlanta, keeps always in sight of the mountains, amidst picturesque scenery, upon high and healthful grades, and thus secures—what no other road in the United States can claim—undisputed right to the title of the Great Continental Piedmont Line of North America. The many points of interest along its route, and especially those in North Georgia, and upon the Western North Carolina Division, which confessedly has no rival in scenic attractions, are treated in detail in separate publications of the Passenger Department of the Associated Railways. All that we shall here attempt will be to give, in the following section, an outline of the principal attractions in Western North Carolina and Northeastern Georgia.



FROM RICHMOND HILL, LOOKING DOWN THE FRENCH BROAD.

THE MOUNTAIN RESORTS OF WESTERN NORTH CAROLINA.

From Danville, the Virginia Midland Division, being merged into the Richmond and Danville Railway, pursues its southerly course always upon elevated lands and in sight of the mountains through Reidsville, High Point, Greensboro' and other attractive villages to Salisbury, at which point the Western North Carolina Division of the Richmond and Danville system begins. At Salisbury, and a little further on at Charlotte, those who are interested in such matters may profitably study the gold development of North Carolina. Salisbury is the residence of Miss Fisher, the novelist; a large Federal cemetery is there, and, during the late war, many prisoners were there confined by the Confederate authorities. It has a population of 3,500, many stores,

churches, and handsome private edifices, and is rapidly growing. The Western North Carolina Railroad, leaving Salisbury, passes through Third Creek and Elmwood stations to the prosperous town of Statesville. From Statesville a branch road leads direct to Charlotte, traversing a fertile country and passing some villages of note and a watering-place which has a local reputation, but needs development. From Statesville, going westward to Catawba and Newton, we come to Hickory, a village which has sprung up of late years in a wooded district, has numerous stores and churches, two hotels, and is rapidly acquiring repute as a tobacco-manufacturing centre. Before reaching Hickory, we begin to catch glimpses of the mountains, Brushy Ridge being on the north, and South Mountain, a quite imposing object, on the south of the line. In the northwest are the Linnville Mountains, a high range, running parallel with the Blue Ridge.



VIEW LOOKING TOWARDS MOORE'S CUT, WESTERN N. C. RR.

THE SPARKLING CATAWBA SPRINGS.

Seven miles northeast of Hickory and about the same distance from Conover on the Western North Carolina Road, are the sparkling Catawba Springs, Dr. E. O. Elliott, proprietor. Through beautiful meadow grounds runs the noted Sulphur Springs Creek, its cascades and shady coves joining the waters of the Catawba River at a picturesque spot some two miles distant. Situated on a ridge, with a northern exposure, and in the midst of a thick pine grove intermingled with other growths, the grounds command a splendid view of the mountains that lie westward. In a healthy section, convenient to many natural resorts on the river or in the forest, and accessible by an easy road from Hickory, the Catawba Springs have long enjoyed an enviable reputation. In addition to the principal hotel, there are a number of cabins and cottages, ranged in a semi-circle and reaching to the castle on the summit of the grounds, from which a grand view may be obtained. The larger spring—No. I—is White Sulphur, and has a temperature of 58 degrees; while that of No. 2, the Blue Sulphur, though separated from the former by the short space of only 10 feet, is 61 degrees. There is still a third, newly discovered spring, and a bath-house, 25 feet

square, with a depth of $4\frac{1}{2}$ feet, where shower, warm, tepid, cold or plunge baths may be had at any hour of the day. The curative properties of the water are well attested, and evidence of their virtue may be had by applying to the proprietor at Hickory or the Springs.

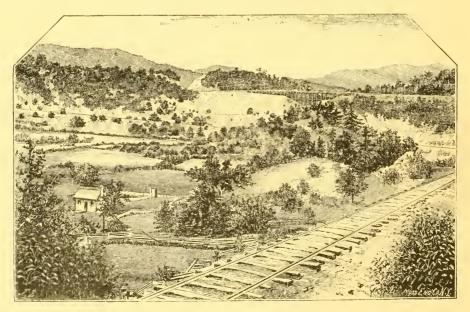
The second station beyond Hickory is Morganton, the county seat of Burke County, where, on a noble eminence, stands the new State Asylum for the Insane, planned on a grand scale, with every modern improvement and convenience. The magnificent panorama which one may see from the elevated points at Morganton cannot here be dwelt upon. There are two hotels at Morganton, one of which is exceedingly well kept.

GLEN ALPINE SPRINGS.

Fifteen miles away from Morganton, through shaded mountain highways and byways, but nearer still from Glen Alpine Station, are the Glen Alpine Springs, a new and successful applicant for public favor. The size and villa-like beauty of the hotel, its complete equipment and admirable appointments of every kind, the beautiful and shapely trees, the rocky footpaths of the glen, Cascade Florence and the lovely vales with the mountains in the distance, say nothing of the salubrious air and the delicious water, combine to make Glen Alpine Springs one of the most delightful watering-places in North Carolina. "The main spring, which has been handsomely inclosed, is strongly impregnated with minerals, including iron, magnesium, calcium, potassium, lithium, sodium, chlorine, hydro-chloric acid, hydro-sulphuric acid, carbonic acid gas," and its waters are said to afford relief or entire cure in many cases of pulmonary and scrofulous affections, dyspepsia, bladder and kidney derangements, etc., etc.

PIEDMONT SPRINGS.

Twenty miles from Morganton, over a cool forest road, the tourist is led to the Piedmont Springs, sulphur and chalybeate. These waters are accounted among the most palatable and powerful mineral waters in the South, and are within easy reach of



VIEW ABOVE HENRY'S STATION, ON THE WESTERN N. C. RR.

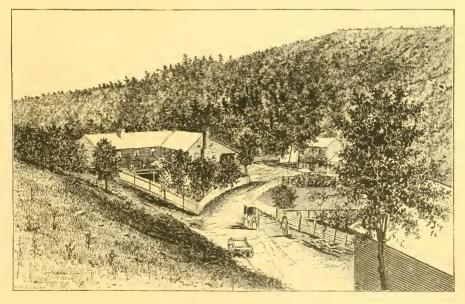
the wildest and most interesting mountain scenery in the Appalachian range. The best points for excursions to the Roan, the Grandfather, the Falls of Linnville, etc., is the Piedmont Springs. Comfortable hacks meet the train at Morganton and land passengers at the springs within four hours. Mr. James Pearcey is the proprietor.

MOUNT MITCHELL.

This, the loftiest, and certainly one of the grandest peaks in Western North Carolina, is accessible by buggy or horse from Henry, thirty miles beyond Glen Alpine Station. There are numberless other high mountains within range of the Western North Carolina Railroad, but the ascent of Mount Mitchell seems to be the favorite excursion for hardy tourists, who are willing to encounter a rough ride and plain fare for the sake of the beautiful and grand in nature. Any attempt at description of the scenery at Mount Mitchell would be out of place here. The reader is referred to the fascinating pages of Miss Fisher's "Land of the Sky," and Mr. Edward King's book on "The Great South."

SWANANNOA GAP.

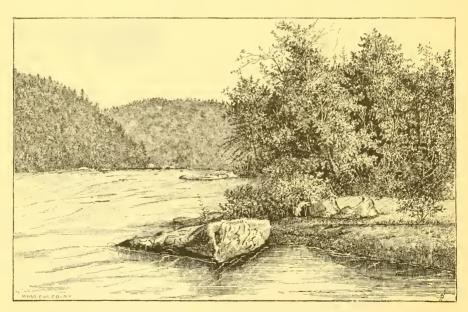
From Henry Station to Swanannoa Gap, where the Western North Carolina Railroad crosses the Blue Ridge Mountain, the distance by the old stage road is about 3½ miles. The elevation overcome at this point is very great, and is accomplished by engineering so bold, yet so secure, that the bare sight of it cannot fail to gratify even those most experienced in such matters. It is indeed a triumph in railway construction, and there is nothing approaching it this side of Mount Washington. We will not forestall the reader's enjoyment by so much as an outline of the curves and gradients over which he will be safely lifted thousands of feet into the very heavens. Suffice it to say, that this portion of the Western North Carolina Railroad in itself constitutes an attraction greater than the combined beauties found on half a dozen other roads. The tunnel, 1,800 feet long, at the summit was but recently completed, and as yet, hotels, etc., to enable the traveler to remain over and enjoy the wild grandeur of nature in her sternest mood, are wanting, but these in due time will be supplied.



ALEXANDERS, ON THE FRENCH BROAD.

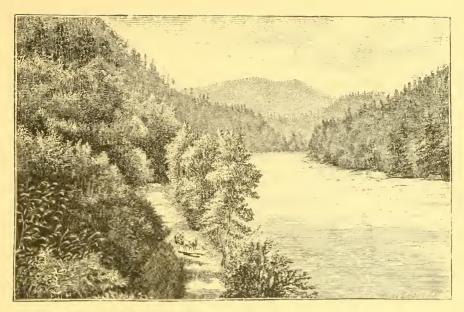
ASHEVILLE.

Upon an elevated range of hills near the confluence of the Swanannoa and the French Broad rivers, and surrounded by hills still higher, is Asheville, the capital of Western North Carolina, now known and justly celebrated the world over for the marvelous purity of its atmosphere and for the entrancing beauty of its mountainlocked landscapes. It has a population of about 3,500, which is rapidly increasing by accessions literally from all quarters of the globe. Here, again, as at Swanannoa Gap, we shall refrain from anticipating the great enjoyment that is in store for the tourist and more particularly for the invalid who makes Asheville his Summer, and still better, his Winter home. The far-reaching fame of Asheville as a sanitarium for persons with weak lungs or otherwise debilitated, brings to it each recurring season so many sojourners that good hotels, boarding-houses and livery stables are a matter of necessity. Good as these already are, it is certain that in the future they will continue to improve and keep pace with the times, until they equal in all respects the very best accommodations to be had at the most frequented resorts of the North and East. The determination of the railway authorities is to furnish transportation as comfortable, elegant and luxurious as modern art can contrive, and the feeling of the people of Asheville, both great and small, is to leave nothing undone that will conduce to the comfort of the thousands of guests who annually congregate in the beautiful little mountain city of which they are so proud.



WHITE ROCK IN THE FRENCH BROAD, BELOW MARSHALL.

It remains only to add that the elevation of Asheville above the sea is 2,250 feet, and that the climate is at once so soft, so dry, and yet so bracing as to fit it not merely for the temporary lodging of pulmonary invalids, but for their permanent home. Many have already found refuge in Asheville from the bitter and humid winds of the North and Northwest. Some have come even from England to prolong their days in the sweet sunshine and delicious air of this Arcady of the Western world.

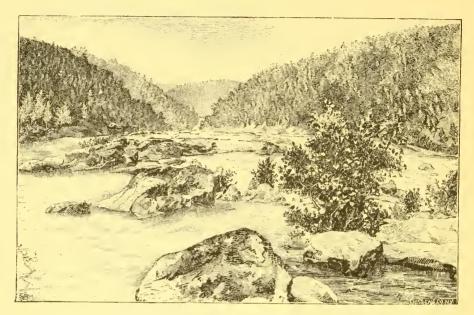


LOOKING UP THE FRENCH BROAD, ABOVE WARM SPRINGS.

THE WARM SPRINGS.

The Ducktown Division of the Western North Carolina Railroad is now in rapid course of construction from Asheville to the unæsthetic town first named near the borders of Georgia. Ten miles from Waynesville on this division are the White Sulphur Springs. We cannot pause to describe them, and, leaving out of the account the manifold objects of beauty in and around Asheville, we proceed at once down the lovely French Broad River to the Warm Springs. The road hugs the river bank closely all the way, pushing out into it at times, crossing and recrossing it at various points, and shadowed all the way by lofty mountains, crowned with forests or cultivated fields, and gray with immemorial rocks. There are many stations between Asheville and the Warm Springs at which the tourist will be constrained to linger, so inviting are they, and such hunting and such fishing do they afford. We cannot linger with him, but hasten on through yawning chasms cloven by the rapid river in the process of ages, to the Warm Springs, which are in Madison County, about seven miles from the Tennessee line. A large brick hotel with a noble portico and a number of cottages, enough to furnish excellent accommodation to six or seven hundred guests, are situated in beautiful grounds, immediately upon the banks of the clear, swift river. Other cottages and villas, some of them unusually handsome, adorn the rounded hills near the hotel inclosure. These are owned by private individuals. Mountains of varying height, but never varying in the picturesque, and sometimes approaching the sublime, enfold the hotel and cottages, as if to shut out intruders from the busy work-day world. But they are not to be kept back. On account of the sweet seclusion as much almost as for the delicious bath, which works such wonders upon the rheumatic, the gouty, and others, the Warm Springs have long been a favorite resort for both sick and well from all parts of the South and Southwest, and yearly the number of guests is increasing. If the bath at the Warm Springs had no hygienic properties whatever, the beauties of nature alone would suffice to fill the hotel and cottages to repletion. Within half an hour's walk are natural charms

enough to satisfy the most exacting; but when to these is superadded Paint Rock, Evergreen Island, the Bubbling Springs and a dozen other attractions, there is, indeed, a feast of loveliness which well might bring satiety, if that were possible.



THE RAPIDS, LOOKING DOWN THE FRENCH BROAD, ABOVE WARM SPRINGS.

THE CLEVELAND MINERAL SPRINGS.

Fifty-four miles west of Charlotte, two miles from Shelby, and only one mile from the Carolina Central Railway, are the Cleveland Mineral Springs, which for half a century or more have been known to possess rare medicinal virtues.

Only within the last few years, however, have they been brought prominently before the public. The services of one of the first chemists in the country have revealed the fact that they not only surpass many of the popular springs in Virginia, but in some properties have not their equal in the United States. The springs are three in number, viz.: The White Sulphur Spring, the Iodine or Red Sulphur Spring, and the Chalybeate Spring. The waters are specially adapted to dyspepsia, rheumatism, rheumatic gout, paralysis, torpid liver, jaundice, dropsy, diseases of the urinary organs, cutaneous diseases, malarial poison, teething of children, diseases of females, debility, and anæmia. A number of good comfortable rooms and cottages, in addition to the large brick hotel, have recently been refurnished, and several important improvements have been made in and about the premises. Mr. S. McBride Poston is proprietor; Mr. L. S. Williams, of Charlotte, is superintendent, and L. Alexander, M. D., is resident physician.

NORTHEASTERN GEORGIA.

On the line of the Richmond and Danville Railway, in Northeastern Georgia, the number of watering places, mountain resorts, etc., is very great. Prominent among these are the New Holland and White Sulphur Springs, near Gainesville; Mount Airy. Toccoa and Tallulah Falls, Currahee Mountain, Mount Yonah, etc.

A particular description of these resorts, accompanied by many illustrations, not only of the mountain scenes and pleasure places, but of the interesting gold regions of Georgia as well, will be found in the various publications of the Richmond and Danville Railroad Company, on application to

A. POPE, Gen'l Passenger Agent,
RICHMOND, VIRGINIA.

CONCLUSION.

WHILE we have treated of these different Pleasure and Health Resorts to as great a length as our space will permit, this work would be incomplete without a Tourists' Guide, Ticket Tariff, Through Time Table, List of Routes and Directory of Agencies, which we furnish our readers on the following pages.

THE TOURISTS' GUIDE FOR 1882 will enable those whose interest may have been awakened through perusal of this book to determine what resorts they shall visit, the Ticket Tariff informing them the exact cost of transportation, and the Time Table the time occupied in transit.





TOURISTS' GUIDE FOR 1882.

THE TOURISTS' GUIDE FOR 1882,

-OH-

THE SUMMER RESORTS ALONG THE LINE OF OR REACHED BEST BY THE VIRGINIA MIDLAND RAILWAY.

| NAMES OF SPRINGS OR RESORTS. | POST-OFFICE ADDRESS, | NEAREST RAILROAD STATION. | ON LINE OF | Distance Therefrom. | Means of Conveyance. | Capacity for Guests. | Price of Board Per Day, | Price of Board Board Ber Week, Per Month | Price of Board Per Month |
|--|---|---|--|------------------------|--|----------------------------|---------------------------------------|---|---|
| Weyer's Cave Luray Gave Luray Gave Ravley Springs Shenandoah Alum Springs Orkney Springs Orkney Springs Spottswood Hotel Pollock House Spottswood Hotel Pollock House Rath Alum Springs Sweet Goshen House Millboro' House Millboro' Springs Millboro' Springs Sweet Chalybette (Red Sweet) Variety Springs Sweet Chalybette (Red Sweet) Variety Springs Wallawhatooda Springs Wallawhatooda Springs Wallawhatooda Springs Wallawhatooda Springs Wallawhatooda Springs Wallawhatooda Springs Springs Wallawhatooda Springs | Weyer's Cave, Augusta Co., Va. Luray, Page Co., Va. Luray, Page Co., Va. Mount Jackson, Na Rawley Springs, Rockingham Co., Va. Sherandoah Alum Springs, Shenan-Joan Co., Va. Orkney Springs, Shenandoah Co. Va. Orkney Springs, Shenandoah Co., Va. Harrisonburg, Nath Co., Va. Hoston, Rockbridge Co., Va. Millorov, Bath Co., Va. Millorov, Bath Co., Va. Millorov, Bath Co., Va. Bockbridge Baths, Rockbridge Co., Va. Sweet Springs, Monroe Co., West Va. Sweet Springs, Monroe Co., West Va. Sweet Springs, Monroe Co., West Va. Harrisonburg, Bath Co., Va. Warm Springs, Bath Co., Va. Warm Springs, Bath Co., Va. Warm Springs, Bath Co., Va. White Sulphur Springs, Greenbriar Co., West Va. | Weyer's Cave Luray Mount Jackson Harrisonburg Mount Jackson Anount Jackson Galom Road Harrisonburg Gala Water Wattural Bridge Horrisonburg Gala Water Gala Water White Sulphur Covington, or Millobro Williamson's or Covington Williamson's Covington Williamson's Covington Williamson's Covington Water Goshen Goshen Goshen Goshen Alleghany Alleghany Millobro' or Covington Millobro' Millobro' Millobro' Millobro' Mariety Millobro' Millobro' Millobro' Alleghany Millobro' Alleghany Millobro' Mariety Millobro' Alleghany Millobro' Wariety Millobro' Millobr | Shenandoah Valley RR. Ilarper's Fer. & Val. Br. Rich. & Allegh'y R.R. C.& O. R. R. Ilarper's residence of the residence o | At Depot Livery | arringes arringes hactous arringes minibus pipting Wagon ficks and Stages facks and stages fac | guests. | 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 | 7,000 7,000 10,500 5,000 5,000 15,000 115,000 | \$25.00 |

THE TOURISTS' GUIDE TO SUMMER RESORTS—Continued.

| NAMES OF SPRINGS OR RESORTS. | POST-OFFICE ADDRESS. | NEAREST RAILROAD STATION. | ON LINE OF | Distance Therefrom. | Means of Conveyance. | Capacity for Guests. | Price of Board Per Day. | Price of Board Per Week. | Price or Board Per Month |
|--|---|------------------------------|--|---|--|--|--|--------------------------------|--|
| Alleghany Springs. Mrs. W. H. Anderson Virginia Hotel American Hotel Montgomery White Sul- Montgomery Springs, Phur Springs. Pediod Alum Springs Raquier White Sulph Warren Green Hotel On Piranna River Central Hotel Central Hotel Central Hotel On Piranna River Central Hotel Central Hotel Central Hotel March Males North Wales Warrenton, Va March Grove North Wales Warrenton, Va Ceda Grove Nared Grove North Wales Warrenton, Va Ceda Grove Nared House Warrenton, Va Catal Grove Nared House Warrenton, Va Catal Hisle Cordonsville, Va Exchange Hotel Exchange Hotel Catal Corve Madison House Ratiview Farm Liberty Mills, Va Telety Farm Madison House Ratiview Farm Liberty Mills, Va Telety Farm Madison House Randison, Va Madison House Charlottesville, Va Charlottesville, Va Randison House Randison, Va Madison House Randison, Va Mount Honow Farm Charlottesville, Va Mount Honow Rocky Mount, Va Rockburn Farm Rocky Mann, Va Rocky | ontgomery Co., Va. Montgomery Co., Va. S., Montg'ry Co., Va. R., Bedford Co., Va. Int., Fauquier Co., Va. | | C. & O. R. R. 15 miles. Norfolk & West'rn R. R. 1 mile Virginia Midland R. R. 4 mile Virginia Midland R. R. 4 mile Norfolk & West'rn R. 1 mile Norfolk & West'rn R. 1 mile Norfolk & West'rn R. 1 miles Norfolk & West'rn R. 2 miles Norfolk & | | Stages. Complete Stages Stages Stages Carriages Stages Carriage and hacks. Drive Drive Stage or hack Carriage | 700 guests. 750 u. 770 guests. 750 u. | 95 95 95 95 95 95 95 95 95 95 95 95 95 9 | . · · · | \$5.000000000000000000000000000000000000 |
| Shannan Hill | | Front Royal | 3 3 3 3 | 2 | Spring wagon | 5 ± 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | | 7.00 | 25.00 |

THE TOURISTS' GUIDE TO SUMMER RESORTS—Continued.

| NAMES OF SPRINGS OR RESORTS | POST-OFFICE ADDRESS. | NEAREST RAILROAD STATION. | ON LINE OF | Distance Therefrom. | Means of Conveyance. | Capacity for Guests, | Price of Board Per Day. | Price of Price of Price of Board Board Per Day. Per Week, Per Month | Price of Board Per Month |
|---|---|------------------------------|--------------------|--|---|---|-------------------------------|---|--------------------------------|
| Cold Sulphur Springs. Healing Springs. Buffalo Lithia Springs. But Ridge Springs. Bancks Depot. Backsburg. Dry Valley Farm. Dublin Depot. Charm Alum and Chaly. Charm Alum and Chaly. Crockett's Depot. Crockett's Depot. Marion Depot. Marion Depot. Abingdon. | Goshen Bridge, Rockbridge Co., Va. Healing Springs, Bath Co., Va. Scottsburg, Va. Scottsburg, Va. Blue Rkidge Springs, Boterourt Co., Va. Coyners Coyners Coyners Dublin, Pulaski Co., Va. Dublin, Pulaski Co., Va. Wytheville, Wythe Co., Va. Sharon Springs, Bland Co., Va. Rural Retreat, Wythe Co., Va. Marion, Smythe Co., Va. Abingdon, Washington Co., Va. Abingdon, Washington Co., Va. Bonsacks, Roanoke Co., Va. Bonsacks, Roanoke Co., Va. Bonsacks, Roanoke Co., Va. | | | 2 Miles. 16 & 23 Miles. At Depot 1 Miles. 5 Miles. 17 Miles. 18 Miles. 18 Miles. 18 Miles. | 2 Miles. Hacks and Stages, 120 guests, 16 & 23 Miles, Hacks. 300 ". 1 Mile. Hacks 20 ". 20 ". 1 Mile. Hacks 20 ". | 120 guests. 300 ". 200 ". 110 ". 120 ". 25 ". 26 ". 27 ". 27 ". 28 ". 28 ". 28 ". 28 ". 28 ". 29 ". | | | |
| Old Point Comfort, Va | Old Point Comfort, Va Old Point Comfort, Elizabeth City Co., Va. | | Riv. Steamers, C. | | 2000 | y, coo: | : | | : |
| :~ | Morehead City, Carteret, N. C Depot | : | | ½ Mile Hacks | Hacks 1000 | ,, 000 | | | : |
| | Asheville, Buncombe Co., N. C | A sheville | Western N. C. R. R | r½ Miles | | { 3000 at { & in vic } | : | | : |
| Central Hotel, &c., &c., J Warm Springs, N. C | Warm Springs, Madison, Co., N. C Depot | Depot | ; | 200 Yards | | . 1000 guests, | | | : |

For Points reached on Richmond & Danville Railroad, Atlanta & Charlotte Air Line Railroay, and Norfolk & Western Railroad, see Tourists Guide in Richmond & Danville Railroad Book of Summer Resorts.

NOTE. — For the accommodation of families or individuals there are large numbers of charming houses along the Line, information concerning which can be obtained of all Agents on Line of Road.

ROUND TRIP TICKETS

----TO THE-----

SUMMER RESORTS

UPON THE LINE OF OR REACHED BY THE

VIRGINIA MIDLAND RAILWAY,

FOR THE SEASON OF 1882.

Tickets placed on sale June 1st, 1882; good to Return until October 31st, 1882, inclusive. To be withdrawn from sale October 10th, 1882.

| NAME OF SPRINGS. | ON LINE OF | NEW YORK. | | †Washingron, | CHARLOTTESVILLE. | DANVILLE. |
|--|--|--|--|--|---|---|
| Afton, Va. Abingdon, Va. Asheville, N. C. Bath Alum, Va. Big Tunnel, Va. Bedford Alum Springs, Va. Buffalo Lythia, Va. Capon Springs, Va. Covington, Va. Covington, Va. Christiansburg, Va. Coyners, Va Daggers Springs, Va. Coyners, Va Daggers Springs, Va. Goshen, Va. Glade Springs, Va. Healing Springs, Va. Healing Springs, Va. Hot Springs, Va. Jordan's Springs, Va. Millboro', Va. Millboro', Va. Millboro', Va. Millboro', Va. Morehead City, N. C. Mountain Lake, Md. Natural Bridge, Va. New River, Va. Oakland, Md. Orkney Springs, Va. Rockbridge Baths, Va. Rural Retreat, Va. | Virginia Midland Railway. Nortolk & Western Railroad. Richmond & Danville Railroad. Valley Branch Balt. & Ohio R. R. Chesapeake & Ohio Railway. Norfolk & Western Railroad. Richmond & Alleghany Railroad. Baltimore & Ohio Railway. Norfolk & Western Railroad. Baltimore & Ohio Railway. Norfolk & Western Railroad. Shenandoah Valley Railway. Limited 5 days. Chesapeake & Ohio Railway. Valley Branch Balt. & Ohio R. R. Chesapeake & Ohio Railway. Norfolk & Western Railroad. Shenandoah Valley Railway. Limited 5 days. Chesapeake & Ohio Railway. Norfolk & Western Railroad. Limited 5 days. Chesapeake & Ohio Railway. Midland North Carolina Railroad. Baltimore & Ohio Railway. Midland North Carolina Railroad. Richmond & Alleghany Railroad. Baltimore & Ohio Railroad. Baltimore & Ohio Railroad. Walley Branch Balt. & Ohio R. R. Richmond & Alleghany Railroad. Valley Branch Balt. & Ohio R. R. Chesapeake & Ohio Railway. Norfolk & Western Railroad. Valley Branch Balt. & Ohio R. R. Chesapeake & Ohio Railway. Norfolk & Western Railroad. | \$19 75 \$15 30 80 26 34 40 30 26 15 22 25 40 21 23 58 19 27 85 23 | 85 21 26 86 21 26 86 40 15 86 31 39 5 85 14 35 95 15 19 55 15 19 55 15 19 55 15 19 55 16 16 55 16 16 55 16 16 16 16 16 16 16 16 16 16 16 16 16 | \$ 7 75 18 80 24 80 14 15 14 15 15 13 40 11 50 11 75 13 65 11 90 10 16 16 16 16 16 16 16 16 16 16 16 16 16 | \$, \$ 4 50 12 45, 10 92 12 15 50 12 20 9 21 12 20 9 21 23 15 30, 8 4 80 7 75 5, 7 40 11 80, 7 40 11 80, 13 50 4 80 9 12 15 15 15 15 15 15 15 15 15 15 15 15 15 | \$ 7 75 12 70 14 15 7 30 4 200 5 65 15 65 12 75 7 85 21 65 11 60 11 65 12 75 7 85 11 00 11 65 12 05 11 15 10 11 15 15 15 15 15 15 15 15 15 15 15 15 |
| Rural Retreat, Va. Salt Sulphur Springs, Va Salem, Va. Shenandoah Alum Springs, Va. Staunton, Va. Sweet Springs, Va. Sweet Chalybeate Springs, Va. Shawsville, Va. Warrenton, Va. Warm Springs, N. C. Warm Springs, Va. | Norfolk & Western Railroad Virginia Midland Railway. Western North Carolina Railroad | 21 70 17 20 75 16 24 75 20 26 75 22 26 75 22 25 20 21 16 00 12 35 50 31 29 15 25 | 85 15 25 70 12 10 75 11 15 75 15 15 75 17 15 20 15 60 00 6 40 50 25 90 15 19 55 | 15 90 . 12 85 9 70 8 75 . 12 75 . 14 75 . 14 75 . 13 20 4 00 23 50 17 15 . | 12 45 6 50 11 35 14 35 9 50 9 50 11 50 6 85 3 80 6 75 3 80 6 75 20 25 17 30 13 90 | 15 75 6 75 17 65 8 75 12 75 14 75 14 75 7 10 10 00 |
| White Sulphur Springs, W. Va Wytheville, Va | ***** | 24 00 20 24 | | | 9 65 | 9 90 |

CONDENSED SCHEDULE

AND

THROUGH CAR SERVICE.

| Via Charlottesville & C. & O. R.R. *No. | 54. No. 52. | Via Lynchburg or Danville. | *No.50. | †No. 52. |
|---|--|--|---|--|
| Arr Washington " 8.15 Lve Wash'ton via Va. Mid Ry. "Alexandria " 8.45 Arr Charlottesville " 12.00 P. Arr Afton " 1.00 P. Waynesboro " 1.38 " Staunton via C. & O. Ry. 2.00 " Goshen " 3.18 " Millboro " 3.35 " Clifton Forge " 4.15 " Covington " 4.51 " Alleghany " 5.32 " Witte Sulphur " 5.32 | M. 5.55 W. 8.55 W. 10.15 W. 11.00 W. 11 | Lve New York via Pa, R.R. "Philadelphia """ Baltimore via B.& P.RR Arr Washington "" Lve Wash gton via Va.Mid.Ry; "Alexandria "" "Charlottesville " Arr Lynchburg "" Lve Lynchb'g via N.& W.R.R. Arr Liberty "" Blue Ridge "" "Coyners "" Roanoke "" "Charlottesville "" "Cheristiansburg "" "Wytheville "" "Abingdon "" Lve Lynchb'g via R. & A.R.R. | 9,00 P. M. 12,30 A.M. 4,20 " 6,00 " 7,00 A.M. 7,35 " 12,05 P. M. 2,25 " 2,40 P. M. 4,15 " 4,425 " 4,40 " 4,55 " 6,00 " 8,05 " 10,15 " | 3.40 P. M. 5.55 " 8.55 " 10.15 " *10.35 P. M. 11.00 " 2.55 A.M. 4.55 |
| " Lowell " 7.25 | 11.05 " 2.15 P. M. | Arr Glenwood "Natural Bridge" Lve Lynchb'g via Va. Mid. Ry Arr Danville | 4.15 4.20 " *2.50 P. M. 6.05 | *5.00 A. M. 7.20 |
| Via Manassas Branch of Virginia Midland R | , R, †No. 12. | Arr Hickory " | 6.35 " 8.55 " *11.12 " *11.45 " | 7.43 9.30 |
| Lve Alexandria via Va. Mid Ry Arr River Station " Lve Riverton via S. V. R. R | 7.45 A.M. 11.55 2.25 P. M. | " Henry " " Asheville " " Warm Springs " | 7.06 9.42 1.08 P. M. | |
| Arr Luray " " Waynesboro' " " Staunton " Lve River Station via Va. Mid. Ry | 7.40 " | Lve Greensboro' via R, & D. R. Arr Raleigh "Goldsboro' | R | *9.30 A.M. 1.40 P.M. 3.50 |
| Arr Strasburg Lve Strasburg via V, Bch, B, & O, R, F Arr Mount Jackson "Harrisonburg" "Staunton" | 12.22 P M. | Lve Goldsboro' via Mid. N. C. I | | 4.00 P. M. 9.00 |

^{*} Daily.

PULLMAN SLEEPING CAR AND SOLID TRAIN SERVICE.

On No. 54, via C. & O. Railway, Pullman Sleeper Washington to Louisville, without change, and solid train Washington to Louisville.

On No. 52, via C. & O. Railway, Pullman Sleeper Baltimore to White Sulphur Springs. On No. 50, via Lynchburg and Bristol, Pullman Sleeper Washington to New Orleans without change.

On No. 50, via Lynchburg, Danville and Charlotte, Pullman Palace Sleeping Car New York to Atlanta without change, and Pullman Sleeper Greensboro' to Henry's Station (breakfast house) for accommodation of passengers for Asheville, Warm Springs and points on W. N. C. R. R. On No. 53, Pullman Sleeper between Greensboro', N. C., and White Sulphur, via Charlottesville.

N. McDANIEL,

J. L. WALDROP,

JNO. A. JONES,

Agent, 601 Penn. Avenue, Washington, D. C. Passenger Agent, 5 West Union Square, N. Y.

Passenger Agent, Baltimore, Md

[†] Daily, except Sunday, between New York and Washington. Daily south of Washington.

[‡] Passengers from Washington and points north thereof, if desirable, can leave New York at 12,00 night: Philadelphia, 3.55 A.M.; Baltimore, 6.50 A.M., and Washington, 8.20 A.M., and overtake Train No. 50 at Charlottesville, connecting with through Sleeper to Atlanta, Ga., without change, via Lynchburg, Danville and Charlotte.

ROUTES.

FROM SAVANNAH, GA.

TICKETS FROM JACKSONVILLE AND FERNANDINA, FLA., VIA SAME ROUTE.

To Virginia Springs on C. and O. R. R.

No. I. Via Augusta, Columbia, Charlotte, Danville, Lynchburg, Charlottesville and C. and O. Railway; returning same route.

No. 2. Via Macon, Atlanta, Charlotte, Danville, Lynchburg, Charlottesville and C. and O. Railroad; returning same route.

To Virginia Springs on N. and W. R. R.

No. 3. Same as route No. 1 to Lynchburg, thence N. and W. Railroad; returning same route.

No. 4. Same as route No. 2 to Lynchburg, thence N. and W. Railroad; returning same route.

FROM CHARLESTON, S. C.

To Virginia Springs on C. and O. R. R.

No. 5. Via Columbia, thence as per route No. 1.

To Virginia Springs on N. and W. R. R.

No. 6. Via Columbia, thence same as No. 3.

FROM AUGUSTA, GA., AND COLUMBIA, S. C.

TICKETS FROM MACON, GA., VIA SAME ROUTES.

To Virginia Springs on C. and O. R. R.

No. 7. Same as route No. 1.

FROM ATLANTA, GA.

The routes from Atlanta to the various Summer points herein named are equally applicable from Macon, Columbus, Montgomery, Mobile, Pensacola, Selma, New Orleans and all Texas points, for all of which places the route via Atlanta and Charlotte is many miles the shortest.

To Virginia Springs on C. and O. R. R.

No. 8. Via Charlotte, Danville, Charlottesville and C. and O. Railroad; returning same reute.

ROUTES FROM EASTERN CITIES.

To Asheville and Western North Carolina Points on W. N. C. R. R.

No. 1A. From Washington, via Lynchburg, Danville, Salisbury and W. N. C. R. R.; returning same route.

No. 2A. Same as No. 1A to Salisbury, thence via Charlotte, Spartanburg and A. and S. R. R. (stage between Hendersonville and Asheville); returning same routes.

To White Sulphur and Other Springs on C. and O. R. R.

No. 3A. From Washington, same as route No.

IA to Charlottesville, thence by C. and O. R. R.

To Montgomery, White and Other Springs on N. and W. R. R.

No. 4A. From Washington, same as route No.
1A to Lynchburg, thence by N. and
W. R. R.

To Natural Bridge and Other Points on R. and A. R. R.

No. 5A. Same as No. 1A to Lynchburg, thence by R. and A. R. R.

D7

DIRECTORY OF AGENCIES

WHERE THROUGH TICKETS ARE SOLD, INFORMATION GIVEN, TIME CARDS

FURNISHED AND SLEEPING-CAR BERTHS AND SECTIONS RESERVED

TO ALL POINTS IN OR VIA THE VIRGINIA MIDLAND RAILWAY.

NORTHERN.

- IN Boston—At Office, 306 Washington Street (adjoining Old South Church); 205, 211, 214 and 232 Washington Street; 3 Old State House; at offices of all New York lines, and all the principal railroad ticket offices in the East.
- In New York—At Offices, 5 West Union Square and 229 Broadway (opposite New Post Office); 849 and 315 Broadway; No. 1 Astor House; at the office of the New York Transfer Company, 944 Broadway; and at the offices of the Pennsylvania R. R. Company, foot of Cortlandt and Desbrosses Streets.
- IN BROOKLYN—At Dodd's Express, No. 4 Court Street, and Brooklyn Annex Depot, foot of Fulton Street.
- In Jersey City At Pennsylvania Railroad Depot.
- IN PHILADELPHIA At 838, 1100 and 1348 Chestnut Street, and at Pennsylvania Railroad Depot, Broad Street.
- In Baltimore—At Office, northeast and southeast corner Baltimore and Calvert Streets; Depot Baltimore and Potomac Railroad; also at Niagara Falls, Buffalo, Canandaigua, Syracuse, Elmira and all intermediate points on Northern Central Railroad.
- In Washington—At Office, 601 Pennsylvania Avenue; corner Sixth Street and Pennsylvania Avenue; Thirteenth Street and Pennsylvania Avenue; Depot Alexandria and Fredericksburg Railway.
- IN RICHMOND—At Depot Richmond and Danville Railroad; or at Garber & Co.'s, 1000 Main Street, and Exchange Hotel.
- And at Coupon Ticket Offices of all prominent Northwestern, Middle and Eastern States railways.

SOUTHERN.

- III SAN ANTONIO, Texas—At Galveston, Harrisburg and San Antonio Railroad Depot and Ticket Office.
- IN GALVESTON, Texas—At Galveston, Houston and Henderson Railroad Depot and Ticket Office, and Morgan Line Steamers Office.
- In Houston, Texas—At Texas and New Orleans Railroad Depot and Ticket Office.

- IN New Orleans, La.—Ticket Agent New Orleans and Mobile Railroad Office, corner Camp and Common Streets, opposite City Hotel; also Office of R. and D. Line, 146 Common Street, and at Depot of N. O. and M. Railroad.
- IN MOBILE, Ala.—Mobile and Montgomery Railroad Office, Battle House, and M. and M. Railroad Depot.
- IN VICKSBURG—At Depot Vicksburg and Meridian Railroad.
- IN SELMA, Ala.—At Selma and Montgomery Railroad Depot.
- In Montgomery, Ala.—At Western Railroad Depot.
- In Columbus, Ga.—At Depot Southwestern Railroad and Western Railroad of Alabama.
- IN ATLANTA, Ga.—At Richmond and Danville Railroad and Georgia Railroad Ticket Offices, Union Depot.
- In Macon, Ga. At Depot of Georgia Central and Macon and Augusta Railroads, and Union Ticket Office, Mulberry Street.
- IN St. Augustine, Fla.—At Railroad Ticket Office; F. J. Ballard, St. George Street.
- In Jacksonville, Fla. At Ticket Offices Savannah, Florida and Western Railway.
- In Athens, Ga.—At Georgia Railroad Depot, and Depot Northeastern Railroad of Georgia.
- In Savannah, Ca.—Wm. Bren, 22 Bull Street, Special Ticket Agent; H. L. Schreiner, Agent, Congress Street (opposite Johnson Square); Depot of Georgia Central Railroad, and Ticket Office Charleston and Savannah Railway, S. F. & W. Railway Depot.
- IN AUGUSTA, Ga.—At Ticket Office, Union Depot.
- IN AIKEN, S. C.—At Ticket Office, Highland Park Hotel.
- IN COLUMBIA, S. C.—At Charlotte, Columbia and Augusta Railroad Depot.
- IN CHARLESTON, S. C.—At Office, 109 East Bay Street; Asa Butterfield, Charleston Hotel; and Depot South Carolina Railroad.
- IN CHARLOTTE, N. C.—At Depot of Richmond and Danville Railroad.
- In Raleigh, N. C.—At Depot of Richmond and Danville Railroad.
- IN GOLDSBORO, N. C.—At Depot of Richmond and Danville Railroad.
- And all principal Railroad Stations and Ticket Offices in the South.







